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# The Hongkong Telegraph.

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## CHINA MASSING TROOPS ON QUINSAN FRONT.

### LEAGUE PASSES RESOLUTION.

### CHINA & JAPAN ABSTAIN.

### INVITATION TO AMERICA.

London, Mar. 11.  
The Assembly of the League of Nations this evening carried the resolution drafted yesterday providing for consideration and settlement by the League of the Sino-Japanese dispute in the Far East.

There were forty-five votes for the resolution and no dissentients, but the China and Japan representatives abstained from voting. The plenary session at which this decision was reached was preceded by a meeting of the General Committee, at which the Japanese delegate, Mr. Sato declared that he fully agreed with the fundamental principle of the resolution and re-assured that Japan, as a member of the League and a signatory of the Paris Pact, had no territorial ambition against any other member of the League. Her military measures having been necessary to secure her nationals and her property in China were imperilled.

#### No Instructions.

The Chinese delegate, Dr. W. W. Yen said he abstained from voting as he had not received instructions from his Government. He certainly supported the resolution.

Representatives of the following six countries, together with the President and the representatives of the twelve States represented on League Council, will form the committee to deal with the Far East situation, namely, Switzerland, Czechoslovakia, Colombia, Portugal, Hungary, and Sweden.

#### Japan's Explanation.

Mr. Sato announced that he had refrained from voting because Japan did not recognise the application of Article Fifteen to the dispute.

The terms of the resolution were afterwards communicated to the American representative at Geneva, with a request that the United States should, if necessary, co-operate in maintaining order in the Shanghai Zone when evacuated by the Japanese.

America is expected to reply in the affirmative.

#### Assembly Adjourns Sine Die.

The Assembly adjourned indefinitely after election of the Special Committee, which will replace the Assembly and which will meet early next week.

The Committee has been asked to submit its report not later than May 1st.—British Wireless and Reuter.

#### Mr. Stimson Pleased.

Washington, Mar. 11.  
Expressing gratification at the Assembly's resolution, Mr. Stimson said the action expresses the purpose for peace which is to be found in the Paris Pact and the League Covenant, in which all nations can speak with the same voice.—Reuter's American Service.

### DOLLAR REMAINS UNCHANGED.

### SILVER RISES IN LONDON.

Although silver has risen in London, the local dollar remains unchanged at 1s. 3/7d. The market is very dull, with no business passing.

The London rise was 3/16ths both spot and forward. China and the Continent bought, and there was small business. After the official fixing, the market was easy, due to America selling.

The cross-rate has further declined to 0.64.

Ernest Charles Pearce, a warder on the Hongkong Prison Staff, has been missing from the Government Civil Hospital, where he was a patient, since Thursday, according to a report by the Superintendent of Prisons.



An impression of peace and war are curiously intermingled in this picture, one of the first to be taken after the sudden Chinese retreat from their lines near Shanghai. It shows Japanese troops moving forward in extended order, following closely upon the heels of the retreating XIXth Route Army.

### GERMANY'S FATE IN BALANCE.

### THE BATTLE FOR PRESIDENCY.

### HEAVY TASK FOR HINDENBURG.

Berlin, Mar. 11.  
The critical issue of the presidential election, in which it is now obvious there will be a much more bitter contest than was earlier anticipated, will be followed by elections for the Prussian Diet, to be held on April 17. This will be the week after the second presidential election ballot. Vital importance is attached to the Prussian elections for according to the German political adage: "He who holds Prussia holds Germany."

The Nazis are confident of obtaining a huge majority, sweeping away the Socialist regime which has been in power in Prussia for the past seven years.

A striking illustration of the manner in which President Hindenburg is being deserted by many of his comrades of the War, is provided by a manifesto signed by General von Buelow and fifty ex-general staff admirals, appealing to the country to vote for Diestelburg.

The manifesto declares: "Since Hindenburg became President we have sunk deeper and deeper into distress, of which Locarno, the Young Plan, Geneva and Poland have marked the stages."

"There is no hope that Hindenburg will ever decide to take up the fight against Marxism and foreign oppression."—Reuter.

### SHANGHAI'S MUNICIPAL COUNCIL.

### ELECTION TAKING PLACE SOON.

(Our Own Correspondent).

Shanghai, Mar. 12.  
Elections for the Shanghai Municipal Council take place very shortly, the nominations closing at noon to-day.

The following have already been nominated:  
Mr. H. E. Arnold,  
Captain J. J. Bahson,  
Mr. B. D. F. Beith,  
Mr. A. B. Bell,  
Mr. J. W. Carney,  
Mr. K. Fukushima,  
Mr. A. J. Hughes,  
Mr. N. Lester,  
Mr. O. Okamoto,  
Mr. F. J. Raven.

A ballot will be necessary even though no further nominations are received.

Brigadier-General Macnaghten is proceeding on leave shortly and is not standing. Mr. Sheppard will probably be replaced by Mr. Beith. The former's nomination has not been received.

### LONDON & GOLD STANDARD.

### FUTURE OF THE POUND.

### NO PERMANENT MANAGEMENT.

London, Mar. 11.  
An important statement on the pound sterling and the merits of a managed currency, was made by the Chancellor of Exchequer, Mr. Neville Chamberlain, in the House of Commons to-night.

The Chancellor declared that the Government did not desire to see the pound forced up to a rate injurious to industry. He could not foresee the ultimate time or the rate of stabilisation, but took the view that, sooner or later, we must link British currency to a metallic basis, and he saw no better basis than gold.

Gold Standard.  
It had been suggested during the debate that we might be forced back to the gold standard and in buying gold, but that contingency was so remote that it need not be considered.

He thought it was an entirely mistaken view that the United States would be forced off the gold standard. The measures taken there had been wisely conceived and were having an effect in the United States which might prove to be beneficial to the whole world.

Trade Disturbances.  
He agreed that fluctuation in the value of the pound was most detrimental, and that the speculation now taking place in sterling was injurious and disturbing to trade.

Obviously, he said, the power of managing the currency had diminished when they had, as at present, such an enormous volume of short-term money available throughout Europe.

If they were to manage the currency it would have to be done on a very large scale indeed.

As to the ultimate policy of the Government, he expressed the purely personal opinion that he was not attracted by the idea of managing the currency, because sooner or later, we should find that we had to link the currency to a metallic basis.

Whether they should stick to gold, or mix it with something that would help them out, he did not know, but he did not see any better basis than gold which, in the past, had served well.

Not Permanent Policy.  
Although for the time being our currency was a managed one, it should not be assumed that Government intended that that was going to be the permanent policy. The Macmillan Committee came very definitely to the conclusion that if management there was, it ought not to be in the hands of the Government, but in the hands of the central banking institution. With that he entirely concurred.—British Wireless.

### GEN. WANG KENG SENSATION.

### Lost Military Plan Reports.

### CAUSE OF ARREST.

(Our Own Correspondent).

Shanghai, Mar. 12, 10.46 a.m.  
The arrest of General Wang Keng on Thursday by the Public Safety Bureau is almost the one subject of discussion among the Chinese, who are thunder-struck.

General Wang Keng was formerly the commander of an Independent Brigade, and there seems to be some definite connexion between his arrest on Thursday and his previous arrest by the Japanese at the Astor House Hotel.

He was taken to Nanking yesterday under military escort and although no reason is given for his arrest, it is recalled that one of the causes advanced by the XIXth Route Army for their enforced withdrawal from their defence lines in the Shanghai area, was the loss of military plans which were stated to have fallen into the hands of the Japanese following the capture of a Chinese General.

### STOP PRESS.

### CUSTOMS SEIZURE.

Shanghai, Mar. 12, 10.50 a.m.  
Mr. Maze has received the following telegram from Mr. R. M. Talbot, the Commissioner of Customs at Antung:

"Japanese Consul privately informs me that I must be prepared for a request from the Superintendent to hand over, possibly at once."

"Superintendent has received instructions from North-Eastern Administrative Committee that Customs is to be under its control, that Superintendent is to carry on and that a certain Japanese has been invited to be an Adviser of his office."

The telegrams have caused a minor sensation as they are taken to indicate that the new Manchuria Government intends to take over the Customs Administration in "Manchoukuo" appropriating to their own use all Customs revenue.

A message from Geneva says that Mr. Yen has lodged a strong protest with the League Secretariat regarding this matter.—Reuter.

### IRREGULAR BOMB ATTACKS.

### JAPANESE ARMY STATEMENT.

### FRONTS QUIET.

(Our Own Correspondent).

Shanghai, Mar. 12, 10.49 a.m.  
THE QUINSAN FRONT is bristling with Chinese troops, following extensive movements the night before last. Practically all the soldiers at Soochow have been moved up, leaving just sufficient for police duties.

For the moment, however, the fronts are quiet, though the Japanese complain that their troops have been attacked by plain-clothes men in the vicinity of Nanziang, two of their soldiers having been gravely wounded by bombs thrown by these irregulars on March 8, according to an official Army statement.

#### JAPANESE LOSSES.

The Japanese continue strictly upon the defensive, nearly all their advanced lines having fallen back to well-protected positions which have been feverishly prepared in the last few days.

General Tsai Ting-kai has definitely established his headquarters at Quinsan, where, according to persistent reports, over 50,000 men are now concentrated.

The number of men opposite the Japanese lines elsewhere are also reported to be swelling daily.

### CREDIT BALANCE JUMPS UP.

### HONGKONG FINANCES IMPROVE.

A marked increase in the Colony's credit balance is reflected in the financial statement for November, the figure, \$12,076,142, comparing with \$10,925,581 at the end of October.

The revenue for November totalled \$3,182,735, compared with \$2,655,373 in the same month of 1931; while the respective expenditure figures were \$2,033,174 and \$2,291,846.

On a year's estimate of \$27,488,759, the revenue for the eleven months totals no less a sum than \$20,182,500. This compares with \$23,765,519 for the same period in 1930. Post Office income is \$600,000 above the 1930 figure, and licences show an increase of about four and a half millions.

Expenditure for the eleven months totalled \$27,468,037, against \$24,666,689 in 1930. The estimate for the whole year was \$29,787,855.

### DEATH OF MRS. W. F. FINCHER.

### OLD AND RESPECTED RESIDENT.

An old and highly respected resident of the Colony in the person of Mrs. W. F. Fincher, the mother of the well-known local cricket and tennis players, passed away this morning at her residence at Kowloon Tong.

A member of a well-respected family, the late Mrs. Fincher enjoyed a large circle of friends in Hongkong and to them her sudden demise will come as a complete shock. She was a sister of Mr. F. C. Mowfung, Mr. E. Mowfung, Miss R. Mowfung and Mrs. E. Mackay of Hongkong, of Mrs. C. Parkinson of Foochow and of Mrs. B. Lyon of America.

She is survived by her husband, Mr. W. F. Fincher, who retired as Senior Sanitary Inspector of Kowloon some years ago, two sons, Messrs. E. C. and E. F. Fincher, the well-known cricketers and tennis players, and a daughter, Mrs. A. E. P. Guest.

The funeral will take place this afternoon, passing the monument at 5 p.m.

### REIGN OF TERROR IN SACHALIEN.

### FOREIGNERS IN PERIL: FLEE TO RUSSIA.

A REIGN OF TERROR has been established by the Chinese garrison of Sachalien, in Heilungkiang, which, hostile to the new Manchuria State, revolted on the occasion of the flag-hoisting ceremony, shot all officers loyal to the new Government, and pillaged the town.

Many foreigners were in danger of their lives, but the majority escaped into Russia by crossing the Amur River. Foreign business premises and the Chinese banks have been looted and the prisoners in the gaol have been released.

At the moment, the rebels are in complete control of the situation, and the inhabitants are in a state of panic.

### CHINESE TROOPS REVOLT AGAINST NEW MANCHURIAN STATE.

Moscow, Mar. 11.  
A serious revolt against the Government of the new State in Manchuria has broken out near Blagovestchenok, on the Heilungkiang-Russian border, according to a graphic report reaching the Moscow office of the Tass Agency to-day.

Instructions had been sent to the officer commanding the garrison that the new five-coloured flag of the State was to be hoisted with due ceremony. Troops were paraded for the occasion, but when the hoisting ceremony commenced, they began to demonstrate against the new State.

Officers killed.  
In quick time, the situation was entirely out of hand. Some of the troops remained loyal to their officers and heavy rifle and machine-gun fire followed.

The rebel troops heavily outnumbered their opponents and the Government troops were forced to surrender.

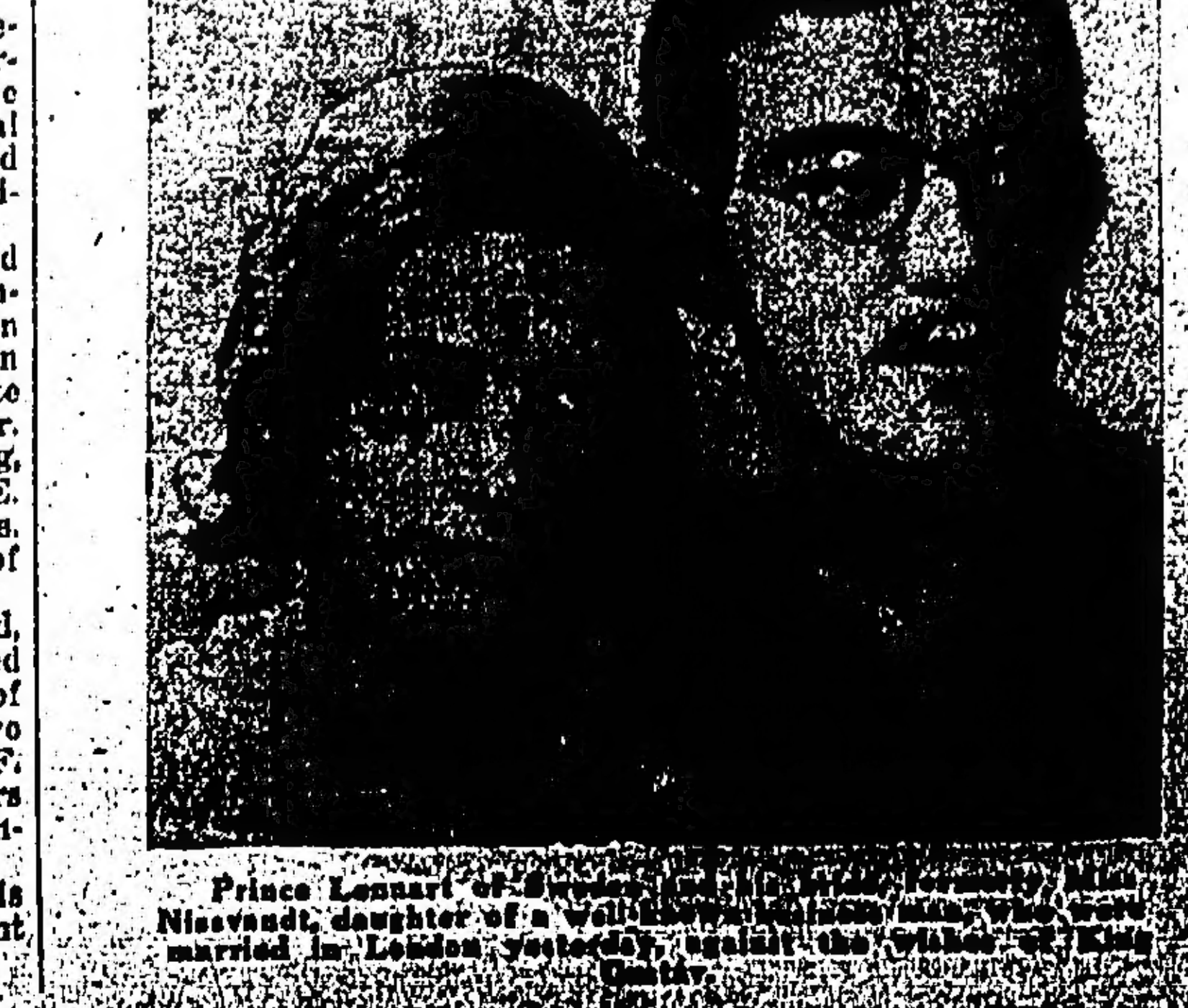
The Chief of Staff and ten officers were killed.

JAPANESE MURDERED.  
Soon afterwards, the rebel troops entered upon an orgy of looting and pillage. A Japanese barber and a Japanese photographer in the town were brutally murdered, after which the whole town was systematically looted.

The Soviet State Trading Corporation's premises were raided and everything of value taken away or destroyed.

The Chinese banks were occupied and looted, after which the rebels released the prisoners in the local gaol.

BRITON MOLESTED.  
The rebels molested Mr. Cross-



Prince Lennart of Sweden, who married in London yesterday, is said to have been married in London yesterday.



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## AN EMPIRE DAY PROJECT.

### NOVEL SUGGESTION FOR CELEBRATION.

Hongkong is to take part in the  
latest suggested celebration of Em-  
pire Day, 1932, which emanates  
from the newly-formed Fellowship  
of the British Empire Exhibition.  
Under the leadership of Lady Peel,  
a scheme is being promoted for the  
provision of Empire meals on Em-  
pire Day, shop displays of Empire  
products, the service of Empire  
products in all clubs, hotels and  
restaurants, and special Church  
services.

Below is printed a copy of the  
letter received by Lady Peel from  
Mrs. Florence Amery, wife Mr.  
L. M. S. Amery, former Secretary  
of State for the Colonies, who is  
the guiding light in England of the  
project, in which she asks for the  
co-operation of Hongkong, and sets  
out the aims of the movement.

Lady Peel is forming a com-  
mittee to enquire into the possibili-  
ties of such a scheme being oper-  
ated in Hongkong on Empire Day,  
who will explore the suggestions  
contained above.

The text of Mrs. Amery's letter  
reads:

Dear Lady Peel.—As you will see  
from the enclosed leaflet, a Wo-  
men's Committee of the Fellowship  
of the British Empire has been  
formed in Great Britain to advo-  
cate "Empire meals on Empire  
Day". We aim to have similar  
Committees set up in every part of  
the Empire, and venture to ask  
your help. I hope you will agree  
that it is fitting to approach "Gov-  
ernment House" in the first in-  
stance, (following the precedent  
when the Fellowship was first con-  
stituted, with H.R.H. the Prince of  
Wales as President).

The plan is very simple. In the  
Home Country we propose in the  
first instance to ask the Royal  
Households to give their approval;  
then to invite the wives of the civic  
heads of each town to help. We  
are assured of the sympathy of the  
Dominion and Colonial Office  
(through the Empire Marketing  
Board, who will provide Empire  
menus, etc.), of the Department of  
Agriculture and Fisheries, and of  
the Chambers of Commerce.

If you could give your approval,  
and invite a few ladies in your  
Colony to organize a Local Com-  
mittee, they could then decide as to  
how best to suggest to housewives  
this observance of Empire Day. If  
there is in your Colony an Empire  
Day Observance Committee, or  
other Empire patriotic organiza-  
tion, probably it would gladly help.

Autonomous Committee.  
Your Committee would be, of  
course, fully autonomous; would  
carry on by whatever methods it  
thought best; but the Home Coun-  
try Committee would gladly help  
with any information or advice.  
As you will see, this Home Country  
Committee includes members with  
special links with all parts of the  
Overseas Empire: Lady Jellicoe  
(Empire Day Movement) and Lady  
Dunlop and Lady Morgan, (British  
Empire Exhibition Association).  
If on Empire Day we can have  
Empire food in every Empire home,  
it will help to make known our  
great resources, and help the pro-  
ducers of your country to find mar-  
kets in other territories under the  
flag.

We shall be most grateful if you  
can consent to start the movement  
in Hongkong.

Yours sincerely,  
(Sd.) FLORENCE AMERY,  
Chairman.

P. S.—I know that this request  
to celebrate Empire Day by eating  
Empire food may be impossible to  
fulfil in your Colony, but we send it  
to let you know that we are hoping  
to get all the products of your  
Colony better known, and we be-  
lieve that this little task of the  
Fellowship of the British Empire  
will help to do that.—F. A.

The following has been circulated  
by the Fellowship of the British  
Empire Exhibition:

The women of the Empire are  
asked on Empire Day 1932, and in  
the succeeding years, to agree to  
use at their tables solely the food  
products of British lands. This  
in humble acknowledgment of the  
gracious dispensation of Providence  
which enables the British Empire  
to produce every article of food

## ALONG THE TRAIL OF MARCO POLO.

### INTREPID TRANS-ASIAN EXPLORER ARRIVES.

M. Georges Marie Haardt,  
famous leader of the Trans-Asian  
Motor expedition in caterpillar  
cars, arrived in Hongkong last  
night by the steamer President  
Jefferson. M. Haardt was ac-  
companied by M. Louis Audouin-  
Dubuy, Joint Leader of the Ex-  
pedition, Captain Victor Point,  
Chief of the China Group, Com-  
mandant Picqueux, Geologist, M.  
Georges Ze Pivu, Historian, M.  
Alexandre Incevlloff, the famous  
Artist and Painter, M. Zien Monzi,  
Cinema Operator, and M. Petro-  
pavlovsky.

At the end of their trek across  
Asia, following roughly the trail  
blazed by Marco Polo centuries  
ago, the members of the expedition  
were bronzed and fit.

The future movements of the  
expedition are indefinite, as it is  
not yet known whether M. Haardt  
will proceed to Haiphong with the  
mobile unit, which arrived here  
some days ago by a Japanese  
steamer, or whether he will pro-  
ceed with the scientific party to  
Hanoi, and await there the arrival  
of the mobile units from Haiphong.  
M. Haardt and his party, during  
their stay in Hongkong, will re-  
side at the Repulse Bay Hotel.

needed for human sustenance. To  
aid and encourage the food pro-  
ducers of the Empire to develop  
the resources of their lands.

First preference should be given  
to the products of your own farms  
and gardens and factories, i.e. in  
Great Britain the products of the  
United Kingdom, and in each  
Dominion and Colony overseas their  
own home products first. Then  
the products of other parts of the  
Empire.

The help is sought of all private  
householders and the managers of  
all Clubs, Hotels and Restaurants,  
asking them: To promise to make  
the meals of that day Empire  
meals. In the case of Clubs,  
Hotels, and Restaurants, to allow  
the fact of their promise to be  
published in the Press.

In addition, those who are will-  
ing and able to do so, might be  
asked to help further by: (a)  
Giving an "Empire" lunch or  
dinner that day, serving only Em-  
pire food. (b) In the case of such  
Restaurants and Stores as make  
special displays of food, reserving  
such displays for Empire products.  
But the movement will be es-  
sentially a "household" one; there  
will be no pressing to organize  
public functions, though offers to  
do so, if they come spontaneously,  
will be welcomed.

### How You Can Help.

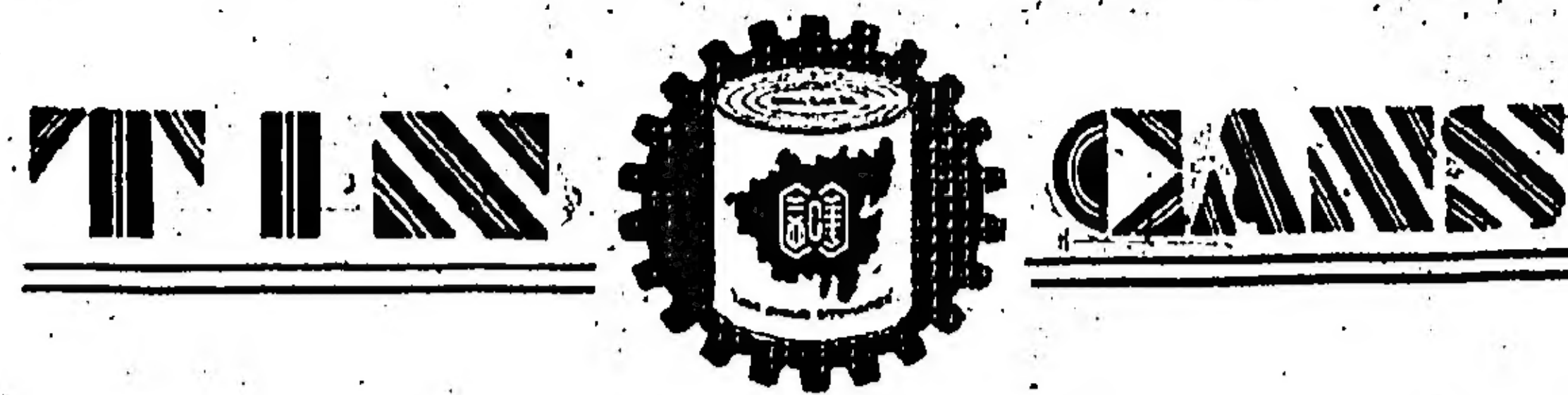
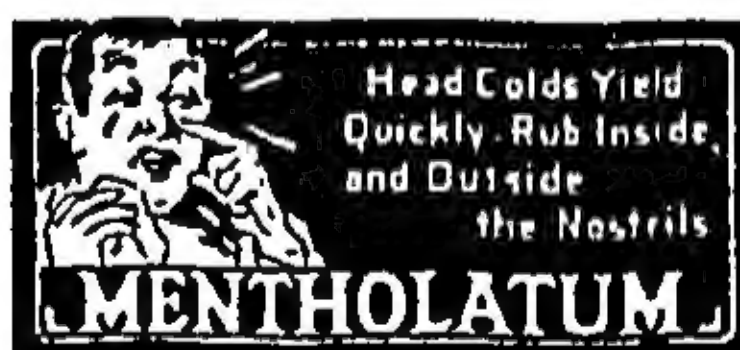
If you are a Minister of Religion:  
to ask your congregation to join  
on Empire Day in acknowledgment  
to the Almighty for the great re-  
sources with which the British  
Empire has been blessed. (See  
Revelations, Chapter 22, verse 2.)

If you are civic head of a city,  
town, or municipal district: to ask  
your fellow citizens (by a letter  
to the Press and/or by a reference  
at your Council meeting) to observe  
Empire Day in this way.

If you are of the governing body  
of any Empire organisation or  
other patriotic society: to invite  
its members to observe Empire Day  
in this way.

If you are head of a University,  
College, or School: to call the at-  
tention of the students to the food  
resources of the Empire.

If you are a private citizen: to  
decide that in your household Em-  
pire Day meals will be of Empire  
food products only; to ask your  
neighbours to come to the same  
decision; to speak to the trades-  
people who have your custom, urg-  
ing them to stock Empire food pro-  
ducts.



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full of life—try  
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sion**, the mother's  
friend! Ask for  
**SCOTT'S EMULSION**

**THE**  
PIGSKIN PIPS,  
IN A HARD-  
FOUGHT GAME  
WITH THE  
SCAMPING  
SCAMPS, TRY  
AGAIN AND  
AGAIN TO GAIN  
A GAIN BUT  
AGAIN NO  
GAIN—THE SCORE  
REMAINS A  
TIE AT  
NAUGHT  
TO NUTHIN'!

**THEN, OUT OF ONE OF THE  
HEAPS POPS GOOD OL' SAM—  
BUT, WHAT TH' HECK IS HE  
RUNNING FOR?**

**WHOOPEE!  
A TOUCHDOWN!**

**WHADDA YA MEAN,  
TOUCHDOWN?  
YA HAVEN'T EVEN GOT  
THE BALL!**

**I NEVER READ ANY RULE  
AGAINST LETTIN' TH'  
WIND OUT OF IT!**



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Sole Agents:—

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New cleansing and  
polishing agents  
never before com-  
bined in a tooth  
paste. Scientific de-  
sign of bristles un-  
equalled by any  
other tooth brush.



**DOUBLE ACTION**  
means

**LISTERINE TOOTH PASTE**  
on a Pro-phy-lac-tic TOOTH BRUSH



No thank you,  
I don't feel very well...

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FROM ALL  
LEADING  
GROCERIES

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the very best thing to take when you don't  
feel quite up to the mark.

In the tropics especially it is a sure cure for  
all sorts of troubles and positively one of  
the greatest disease preventives that exists.  
An ounce of prevention is worth a pound of  
cure, so don't ever be without a supply of  
"BEAR BRAND" genuine Swiss Milk.



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## THREE KINDS of LOVE

by KAY  
CLEAVER  
STRAHAN

BEGIN HERE TODAY

Ann, Cecily and Mary Frances Fenwick live with their grandparents, the Fenwicks, who have been married since childhood. The grandparents—known as "Uncle" and "Aunt"—have long since lost their wealth and the household is supported by Ann's and Cecily's earnings. For this reason, Ann, 28, and Philip Fenwick, 25, who are still postponing their marriage though they have been engaged 8 years.

Cecily, 22, is in love with Harry McNeil, an engineer, but when he proposes she refuses to name the wedding date because she cannot leave Ann with the financial responsibility of the home.

Mary-Frances, 18, and still in school, strikes up an acquaintance with Letty King, a stock company actor. She meets him secretly on several occasions. Mary-Frances has led him to believe she is 18 years old. He tries to persuade her to become his partner in a vaudeville act.

Phil takes Ann to dinner and a girl she has never seen before sends him a note which he burns. Phil's exasperation is increased when Ann decides to go home. On the way trouble develops with the car. Phil is trying to repair it when another car comes along and a couple get out. It is the girl who wrote the note and an escort. Phil introduces her as Letty King. The note is from Letty to Ann, angry, gets in Letty's car and asks him to take her home.

## CHAPTER XXVII

She had thought he would not understand, but he did understand and he laughed a little, pleasantly. "I'm sitting pretty," he said.

"What about you?"

Ann could lie, but not over the telephone or rapidly. She had to take her time about it.

"Care to try one of the speed boats to-morrow afternoon?" he asked. "A couple other fellows and I have a houseboat way up the river. Chinese cook fixes pretty fair chow. We could go up for supper—swim, if it's not too cold—fool around."

"Thank you," Ann said authoritatively, "but I can't have another engagement."

"With Letty's boy friend?" he taunted.

"No," said Ann truthfully. "I don't understand," she went on, "why, when Letty could play with you, she wants to play with Phil."

She had spoken her thoughts aloud, but not completely. What she meant was that Letty King had appeared to her as a person who would prefer two speed boats, one houseboat, one Chinese cook, and two automobiles to one automobile in failing health.

Kenneth Smith, young, masculine, did not read her meaning clear. "All that I know is that she fell for him and fell hard. He's good-looking, I guess, if you like that kind of looks, and, of course, I'm as homely as a hen's foot. Besides, she's young—she's awfully young, even for her age, and she goes in strong for all this hokey about love and tripe like that."

"You aren't homely," said Ann, though she really could not remember what he had looked like in the light and had an impression, only of cleanliness and blonde youthfulness. "And you are young, too."

"Young, too," he said, "but not too young," and paused to be pleased with his epigram. "I'm not so young at that," he resumed. "I'll be 23 next November. That's only five years younger than you, and what's a few years between friends?"

Letty had said, "Phil's told me a lot about you." It seemed odd to think of these strange people, Mr. Smith, and Letty King, and Phil, discussing her and her age. What, exactly, might "a lot" mean?

"Say," he said, "you aren't sore at me, are you, for pulling 'that about your age'?" When a girl is as pretty as you are she's—she's kind of useless. You know what I mean?"

"No," she said. "That was all right, of course." Think. She had to think. She had not done any thinking at all as yet. Her heart must be broken. It would need to be broken. She must think about that. "Tell me about yourself, won't you?" she tossed to him to play with, so that he would stop bothering her and give her time to think.

The university hadn't been so hot. . . . She was probably numb, or whatever it was that people were from pain and shock, and the ache and the hurt would begin later. . . . Collecting rents, looking after dad's interests. Mater liked to have him stick around, now that dad was gone. . . . This strange feeling of freedom, this sense of escape, couldn't have anything to do with heartache. . . . Letty's folks had lived next door to them before her old man got caught in the crash. Too bad, it had given Letty a taste for nice things. . . . It was so good not to have to ride home with Phil and quarrel and quarrel. Odd, she didn't feel furiously angry with Phil; not any longer. Odd, she didn't seem to feel much of anything. Numb? No not exactly. Excited? That would pass. She was not lonely, as yet. She was not sad. She would be later.

The edges of the road were lighted now; fruit and vegetable stands were spreading on either side; places to eat—Chicken—Chicken—Chicken. Places to dance; places to get gasoline; bright lights—but with big dark spaces crouching among them.

"Or," he laughed, "wouldn't you know about that?"

Ann started. For more than a mile she had not heard a word

that he had said. "I'm afraid I wouldn't," she answered. "Geel!" he said. "You're great! I'll tell the world that's the best swap I ever made in my life, and I'm some swapping yellow-haired boy, if I do say it."

"I hope," said Ann, "that I haven't made a lot of trouble for you and Miss King and that you get things straightened out."

"Not a chance!" he interrupted happily. "I acted like the devil back there on the road, but that was because I was sore at being made a monkey of—nothing more nor less. I guess I talked pretty rough. I didn't know you then. Sorry and everything."

"It's all right. I think you had reason enough to be angry."

"I'll say I did. But so did you. All that love-darling boloney on purpose for you to hear. But you weren't sore."

"Yes, I think I was. I've forgotten."

"Any girl who'd do that to another girl, horn in like that and all, is a bum sport. It's not square shooting. It's rotten—that's what it is."

There was the explanation. There was the reason she was not suffering—not heartbroken. Phil had not been sporting—he had lied to her. He was not a square shooter. He was—rotten. If she could remember that—not sporting, not a square shooter, rotten—perhaps she could forestall the heartache entirely. And the long loneliness? And the long days coming on to long, long evenings? And the long, long life? She had forgotten that life, all of life was ahead. Life without Phil? But that, too, could come later.

"Or," Kenneth said, "wouldn't you know about that, either?" His voice had been going on, all this while. What had he been saying? What had she said before? "Well, yes," she answered, "I might possibly know about that."

"Geel! But you are great. You are—well, if I do say it, you are absolutely the most different girl I ever met in my life."

How real this boy, this funny, impossible boy, was. How easily pleased. How uncritical. There was a poem she had read. She had liked it well enough to copy it; she had had Mary-Frances in mind, though it didn't entirely suit Mary-Frances, and it did suit this boy. How had it gone? "Innocently impudent—innocently gay."

That was what this Kenneth was, now that he was over being cross. He was gay. Gay. The rest of the poem, after that? Something about youth being an alien race, speaking an alien tongue, and then the lines for Mary-Frances, "These are the darlings of my heart; These are the young."

He had come to another short silence, and she spoke impulsively, "You are so young," she said.

"I like that," he disputed—youth's ears are seldom tuned to tenderness—"I am not. If I do say it myself, I'm a lot older than you are. Experience and everything. I don't want to hand it to myself, but just the same."

She let him run along with that. She listened but lightly. She thought only to postpone thinking.

"Do you know, a girl like you, she could really mean something in a man's life? Just having this ride with you to-night—it's meant a lot to me. I can't tell you

how much driving with you to-night has meant to me. It would mean a lot to any man."

"But," she protested, not too tactfully, "I haven't said anything at all."

"That's it," he pronounced. "It's what you don't say. No line—no wisecracking, or trying to, or anything. It's the way you listen to a man and understand. You—well, you're deep. Deep. Knowing you, if I do say it myself, is like—well, it's kind of like going for a swim in the surf after a fellow's been wading in a kid's wading pool. Do you know, you are the first girl, absolutely the first girl who's come into my life that understood. Just right off without asking questions nor anything—well, all about me, and my getting kicked out of the university and all. What you are—I know. Wait till I get the word. Inspirational. It's what you are. Inspirational."

Ann had no idea what to do with that, there was so much of it, so she said nothing.

"Geel!" he said, "but you're great!"

"I suppose," he said, when finally—and to Ann it had dragged out to a long finally—the car had stopped in the driveway in front of her house, "there's no chance for that date to-morrow?"

"I'm sorry," she said. "Pretty well dated up. I suppose?"

"Well—yes."

"Surely. I might have known it. Would you kiss me good night?"

"No," said Ann. "I wouldn't think of such a thing."

"Geel! You're great. Well, I'll give you a buzz. I'm homing in. You know the girl who said she was easy to court but hard to wed? She's a distant relative of mine. I'm easy to catch, but hard to lose."

As Ann went tiptoeing up the stairs she thought, "Wouldn't it be wonderful if Phil and I had been married for a long time and that sweet, crazy boy were our son?"

(To be Continued.)

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## TO-DAY'S WANTS.

25 Words ..... \$1.50  
(\$2.00 if Not Prepared.)  
The following replies have been received:—

## PERSONAL.

**SHANGHAI REFUGEES** Mrs. Kam Fung and Mr. Kam Fook, should communicate immediately with Mrs. Sze Koo of Wuchow, who resides at No. 1, O'Brien Road, 1st floor, Wanchai, next to the Fire Station.

## FOR SALE

**FOR SALE**—Graham Paige, sport touring, excellent condition, done very low mileage, owner driven, owner buying sedan, very cheap for immediate sale. Write Box No. 936, "Hongkong Telegraph."

**WILLYS KNIGHT** Saloon 1931, 2 spare wheels, matched trunk, done under 5000 miles. \$5000 or near offer. Apply Box No. 934 "Hongkong Telegraph."

## LOST

**LOST**—ALSATIAN BERGER, three months old (Pup) Black fur, wearing large collar. Kindly return or communicate with A. J. Hund, St. Francis Hotel.

**LOST**—Tavannes captive folding watch Peninsular Rosewood or for between Kowloon and Peak, Friday, March 4th. Reward if returned to Box No. 936, "Hongkong Telegraph."

## APARTMENTS

**AIRLIE HOTEL**—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57857.

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HONGKONG.

## NEW ADVERTISEMENT

HONG KONG CLUB  
NOTICE.

The Fourth Yearly Drawing of 20 Debentures (1928 issue \$500. each) of the Hong Kong Club, Payable on Friday, the 30th September, 1932, will be held in the Club House, at 11 o'clock, a.m., on Thursday, the 17th March, 1932. Bearers of Debentures are invited to attend the Drawing.

By order,

T. A. ROBERTSON,

Lieut. Col.,  
Secretary.

Hongkong, 8th March, 1932.

GREEN ISLAND CEMENT  
COMPANY, LIMITED.

NOTICE is hereby given that the 43rd Ordinary Annual Meeting of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hongkong, on Thursday, the 31st day of March, 1932, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1931.

The Transfer Books of the Company will be closed from Saturday, 12th March, 1932, to Thursday, 31st March, 1932, both days inclusive.

By order of the Board of Directors,

ALLAN KEITH,

Secretary.

Hongkong, 1st March, 1932.

THE HONGKONG FIRE  
INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Sixty-third Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Wednesday, the 30th March, 1932, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1931.

The Share Register and Transfer Books will be closed from the 16th to the 30th March, 1932, both days inclusive.

JARDINE, MATHESON & CO.,

LIMITED.

General Managers,  
The Hongkong Fire Insurance

Company, Ltd.

Hongkong, 9th March, 1932.

THE BANK OF EAST ASIA,  
LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3.00 p.m. Saturday, the 19th March, 1932, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1931.

The Transfer Books of the Company will be closed from Saturday, 12th March, 1932, to Saturday, 19th March, 1932, (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

KAN TONG PO,

Chief Manager,  
Hongkong, 1st March, 1932.

CHINA ENTERTAINMENT &  
LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Registered Offices of the Company, King's Theatre Building, 6th Floor, on Wednesday, the 23rd day of March, 1932, at 12 Noon to receive the Directors' Report and Accounts for the year ended 31st December, 1931, to elect Auditors, and to transact such other business as may be properly transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and Transfer Books of the Company will be closed from the 14th to the 23rd day of March, 1932, both days inclusive.

LIANG CHI MAO,

Managing Director.  
Hongkong, 2nd March, 1932.

CHINA ENTERTAINMENT &  
LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Members of the China Entertainment & Land Investment Co., Ltd., will be held at the Registered Office of the Company, King's Theatre Building, 6th Floor, at 12.15 p.m. on Wednesday, the 23rd day of March 1932, for the purpose of considering, and if thought fit, passing the following Resolution:—

That there shall be added to Article 71 of the Articles of Association of the Company the words:—

"but the Chairman shall receive double remuneration."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Members of the China Entertainment & Land Investment Co., Ltd., will be held at 12 o'clock noon on Wednesday, the 13th day of April 1932, for the purpose of receiving a report of the proceedings at the above-mentioned Meeting and of confirming, if thought fit, as a Special Resolution the abovementioned Resolution.

Dated this second day of March 1932.

LIANG CHI MAO,

Managing Director.

CHINA PROVIDENT LOAN &  
MORTGAGE CO., LTD.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Board Room, 3rd Floor, Exchange Building, Hong Kong, on Thursday, 24th March, 1932, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1931, electing Directors and Auditors, and for the transaction of any other Ordinary business of the Company.

NOTICE is also hereby given that the TRANSFER BOOKS of the Company will be closed from Monday, 14th March, 1932, until Thursday, 24th March, 1932, both days inclusive, during which period no transfers of shares can be registered.

By Order of the Board,

D. L. KING,

Secretary,  
Hongkong, 5th March, 1932.

## CHURCH NOTICES.

## Fifth Sunday In Lent.

## LOCAL SERVICES.

## St. John's Cathedral.

March 13, Passion Sunday.  
Confirmation Day.  
Holy Communion 8 a.m.  
Holy Communion (Peak Church) 8 a.m.

Children's Service 10 a.m.  
Confirmation and Sermon 11 a.m.  
Preacher: The Bishop of Victoria.

Evensong 6.30 p.m. Preacher:  
The Rev. H. V. Koop. Subject:  
"The Seven Fold Gift."

Week Day Services.  
Maltins. Daily at 9 a.m.  
Intercessions for the Sick.  
Wednesday at 10.15 a.m.  
Holy Communion. Thursday at  
7.45 a.m.  
Choir Practice. Friday at 5.30 p.m.

PROTESTANT CEMETERY  
CHAPEL.

(Happy Valley).

(Services in connexion with St. John's Cathedral).

There will be Evensong with Address at 6.15 p.m. Subject: "The Love of Christ."

ST. ANDREW'S CHURCH  
(Kowloon).

The following are the forth-

coming services, etc., at St. Andrew's Church, Kowloon:

Sunday, March 13, 5th Sunday

In Lent.

8.15 a.m. Holy Communion.

10 a.m. Primary Sunday School

& Young People's Service.

11 a.m. Morning Prayer and Ser-

mon. Preacher, The Vicar.

2.45 p.m. Senior & Intermediate

Sunday School.

6 p.m. Confirmation Service.

The Right Rev. The Bishop of

Victoria.

## WESLEYAN CHURCH

The following are the forth-

coming services, etc., at the Wesleyan

Methodist Church, Wanchai. (op-

posite Royal Naval Hospital,

Queen's Rd., E.)

Sunday March 13, 1932, 5th Sun-

day In Lent, Passion Sunday.

Morning Service: 10.15 a.m.

Parade Service Preacher: Rev.

Errie C. H. Tribbeck.

Evening Service: 6 p.m.

A continuation of the series of

addresses on the Sermon on the

Mount in the Life of today.

Preacher: Rev. Errie C. H. Trib-

beck.

Sunday School is held each Sun-

day at 3 p.m.

At The Sailors' and Soldiers'

Home.

Sunday at 3 p.m.—Bible Class.

Sunday at 8.15 p.m.—Service

Men's Hour.

Tuesday at 8 p.m.—Fellowship

Meeting.

Special Notice.

On Wednesday March 16 com-

mencing at 8.30 p.m. a Debate will

be held in the Sailors' and Sol-

diers' Home, when the motion will

be moved that "Machinery is Ruin-

ing Civilization." A hearty in-

itation is extended to all who may

be interested to attend. An in-

teresting evening is anticipated.

SEVENTH-DAY ADVENTIST  
CHAPEL.

Seventh-day Adventist Chapel,

20 Ice House Street.

Services:

Saturday, 2 p.m. Preaching.

Saturday, 3 p.m. Sabbath School.

Sunday night 6 p.m. Evangelistic

Preaching.

Wednesday night 8 p.m. Prayer

Meeting.

A cordial invitation is extended

to all to attend these services.

UNION CHURCH.  
(Hongkong).

The following are the services,

etc., at Union Church, Kennedy

Road, Hongkong:

Sunday, March 13.

Morning Services.

Sunday School, 10 a.m.

Naval Parade Service, 10.15 a.m.

Service for Public Worship, 11

a.m.

Afternoon.

Sunday School at Talkoo 2.45

p.m.

Evening Service 6 p.m.

The Preacher at all the services

will be Dr. E. L. Allen of the

Kowloon Union Church. This is

Dr. Allen's first visit to preach in

our Church since his settlement

in Kowloon. This visit has been

anticipated with great pleasure

and Dr. Allen is assured of a

cordial welcome.

A Social Hour will follow the

evening service.

MACAO RACES  
MACAO RACES  
MACAO RACES

## EASTER MEETING.

SUNDAY, 13th MARCH, 1932.

First Race 1.30 p.m.

Admission:—

Public Enclosure ..... 40 cts.

Members' Enclosure ..... \$2.00.

SPECIAL RACE STEAMERS  
HONGKONG TO MACAO

9.00 a.m. "Tai Shan"

9.00 a.m. "Venezia"

## MACAO TO HONGKONG

6.00 p.m. "Tai Shan"

6.00 p.m. "Venezia"

THE HONGKONG ROPE MANU-  
FACTURING CO., LTD.

Notice is hereby given that the

Forty-eighth Ordinary General

Meeting of Shareholders in the

above Company will be held at

St. George's Building, Chater

Road, Victoria, Hongkong, on

Wednesday, the 30th March, 1932,

at 11.30 o'clock a.m., for the

purpose of receiving a Statement

of Accounts and the Report of the

Directors for the year ended 31st

December 1931, and to transact

the ordinary business of the Com-

pany.

The TRANSFER BOOKS of the

Company will be CLOSED, from

Saturday, 19th March, 1932, until

Wednesday, 30th March, 1932, both

days inclusive.

By order of the Board of Directors,

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 4th March, 1932.

FIRST CHURCH OF  
CHRIST, SCIENTIST.

First Church of Christ Scient-

ist, Macdonnell Road, below

Bowen Road Tram Station. Sun-

day Service, 11.15 a.m. Subject:

"Substance." The Sunday School

is held on Sunday Morning

at 10 o'clock. Wednesday Even-

ing Meeting at 6 p.m. Reading

Room at above address open Tues-

day and Friday, 10 a.m. to 12

noon. Monday and Thursday, 6.30

to 7 p.m. The Public is cordially

invited to attend the service and

visit the Reading Room. Branch

of The Mother Church, The First

Church of Christ Scientist, in

Boston, Mass., U. S. A.

## SHARE PRICES.

## TO-DAY'S QUOTATIONS.

The following is the list of local

share quotations issued to-day:

## Banks.

Hongkong Bank, \$1,465 n.

Chartered Banks, \$13 n.

Mercantile A. and B., \$20 n.

East Asia, \$123 n.

## Insurance.

Canton Ins., \$1,350 n.

Union Ins., \$450 n.

China Underwriters, \$4.10 n.

China Fires, \$590 n.

H.K. Fire Ins., \$1,250 n.

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—the perfect shave  
dispense with

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Wet your face—hot or cold  
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keeps the oils in—acts as an  
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Kwan Tye " 20891  
Tye Shing " 21858  
Nam Hing Loong " 20351

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**THE AGE FOR LOVE**  
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This is a condition (or disease) to which doctors  
give many names, but which few of them really  
understand. It is simply weakness, a breakdown  
as it were, of the vital forces that sustain the sys-  
tem. No matter what may be the cause, it is al-  
most invariably, its symptoms are such the  
same: the more prominent being sleeplessness,  
anxiety, the more prominent being depression,  
apathy and want of energy for all the ordinary  
affairs of life. Now what is the absolute neces-  
sary to all such cases is increased vitality—vigor,  
vital strength and energy to throw off these  
morbid feelings, and as night succeeds the day  
this may be more certainly secured by a course of  
**THE NEW FRENCH REMEDY.**  
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then by any other known combination. Soberly  
as it is taken in accordance with the directions  
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**THE EXPIRING LAMP OF LIFE**  
**LIGHTED UP AFRESH.**  
and a new existence imparted in place of what had  
formerly been a dreary, out-of-sight, and valueless  
existence. This wonderful medicine is suitable for all ages,  
constitutions and conditions, in the flesh; and it  
is difficult to imagine a disease or derangement  
whose main feature is weakness, that will not  
be speedily and permanently overcome by this  
expedient remedy, which is destined to restore  
oblivion everything that had preceded it for this  
wide spread, numerous class of human beings.  
Solely by leading Chemists, or either of the following  
Sole Agents: Muller, Maulean & Co., N.Y. & London

## WOMEN'S WORLD

FOR OUR LADY READERS.

### TO-DAY'S RECIPE.

#### What Can be Done with Raisins.

Raisins, by reason of the  
iron they contain, have excellent  
nervine value, and now that they are  
inexpensive, and can be bought both  
seeded and seedless, they might be  
used more often than they are.

Stewed they can be eaten for  
breakfast or as a sweet. Cover them  
with water, add a little lemon juice  
and sugar if required, and stew care-  
fully until they are plump and  
tender.

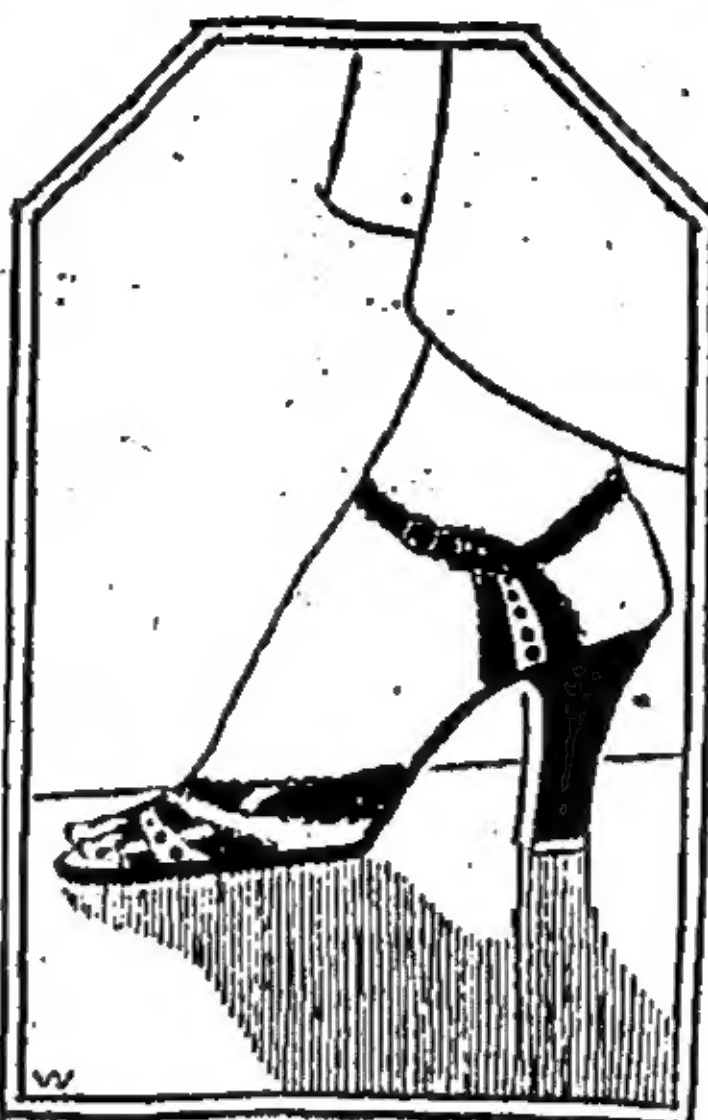
Anke into fritters by adding to a  
good batter and dropping spoonfuls  
into boiling fat.

Make them into a pie, cook over-  
night, and stew in the same water,  
with the addition of sugar, the juice  
of an orange and that of half a  
lemon. Thicken with a tablespoon-  
ful of flour, and cook for fifteen  
minutes, stirring constantly. Use  
as a filling for double-crust pie.

Make into biscuits, by using as a  
filling for a paste made with 12 oz.  
flour, 4 teaspoonful salt, 3 teaspoon-  
fuls sugar, with 2 oz. butter rubbed  
in, mixing with an egg and half a  
pint of milk. Fold into long shapes,  
pricked with a fork.

Add to curries of all kinds.

Make into sauce to be served with  
tongue by heating half a pint of beef  
stock with half a gill of red currant  
jelly in a double boiler, thickening  
with a teaspoonful of cornflour, add-  
ing a handful of raisins and cooking  
until tender.



Open beach sandals in  
bright blue kid trimmed with  
white opalescent kid are the  
correct complement to the  
beach pyjama.

### "MEN WOMEN LIKE."

#### A Protest From A Matron.

The faultlessly-attired, perfectly-  
mannered popinjay, with that air  
of command that impresses hotel  
waiters and truculent taxi drivers,  
described as the kind of "man"  
women like to go out with, can  
really only appeal to simpering  
misses in their teens and giddy  
matrons with easy-going husbands.

The writer, however, shrewdly  
observes that, when choosing a  
husband, women generally prefer  
a more substantial specimen of  
manhood.

That brings us to a more serious  
aspect of the matter. Women, it is  
assumed, choose a husband for the  
solid, or stolid qualities he may  
possess—a placid, unimaginative,  
manageable sort of person, who will not  
interfere with their "new-found  
freedom" and their right to a "male  
friend" to take them about to  
theatres, dances, and restaurants.

It is altogether a curious situation,  
shocking to us of the older genera-  
tion, and, also, I feel sure severely  
condemned by the great majority of  
the younger women, who still retain  
a belief in what marriage really  
means and all that it stands for.

#### Human Nature.

Only the other day a distinguished  
Judge on the Bench discoursed  
learnedly on this matter. In my  
humble opinion he omitted mention  
of the most important factor of all,  
the factor of human nature. In such  
intimate affairs as love and marriage  
the average man or woman is in-  
stinctively selfish—if I may so use  
or misuse that term—they are not  
accommodating, they will not share  
the spoil, so to speak.

Looking at the question from a  
personal point of view, I rather  
think that, had my husband caught  
me gallivanting about with some-  
body popinjay—"a male friend," to  
ballrooms and theatres, he would  
have shot us both! Would he not  
have been justified?

I know how I should have felt had  
he had a woman friend whom he  
took to dances and places of amuse-  
ment. It would have seemed to me  
the end of all things! It is un-  
natural, it is not in human nature  
to calmly reconcile oneself to such  
conduct on the part of one's wedded  
mate. Why should those who object  
to the infidelity of the marriage  
bond not content themselves with  
companionate or trial unions?

### FASHION NOTES.

#### Picturesque Wedding Gowns.

There is a marked trend towards  
getting away from the stereotyped  
satin rigidity of the bridal array of  
other days. Wedding ring velvet  
may cling and wrap around you now,  
if you will; supplest satin, silver-  
thread not, or chiffon, may be your  
choice. White is no longer in-  
evitable, flesh-pearl, palest green,  
deep egg-shell, all are acceptable.

An enchanting gown worn by a  
well-known French girl the other  
day was in satin, Princess in line,  
in a greyish tone. The long sleeves  
were pearl embroidered to the  
elbow, with a high standing collar  
of pearl embroidery. The overdress  
was also embroidered in proper to-  
wards the end of the long oval train.

Pearls twisted around the collar  
held the tulle veil. Over this grey  
satin gown the young lady in ques-  
tion wore a long, palest blue velvet  
pur-coat which ended in a sweeping  
train, and clasped the girl's waist  
in medieval fashion with a Rhine-  
stone buckle of two large cabuchon  
crystals. This gown was built for  
romance, charm, and individuality.

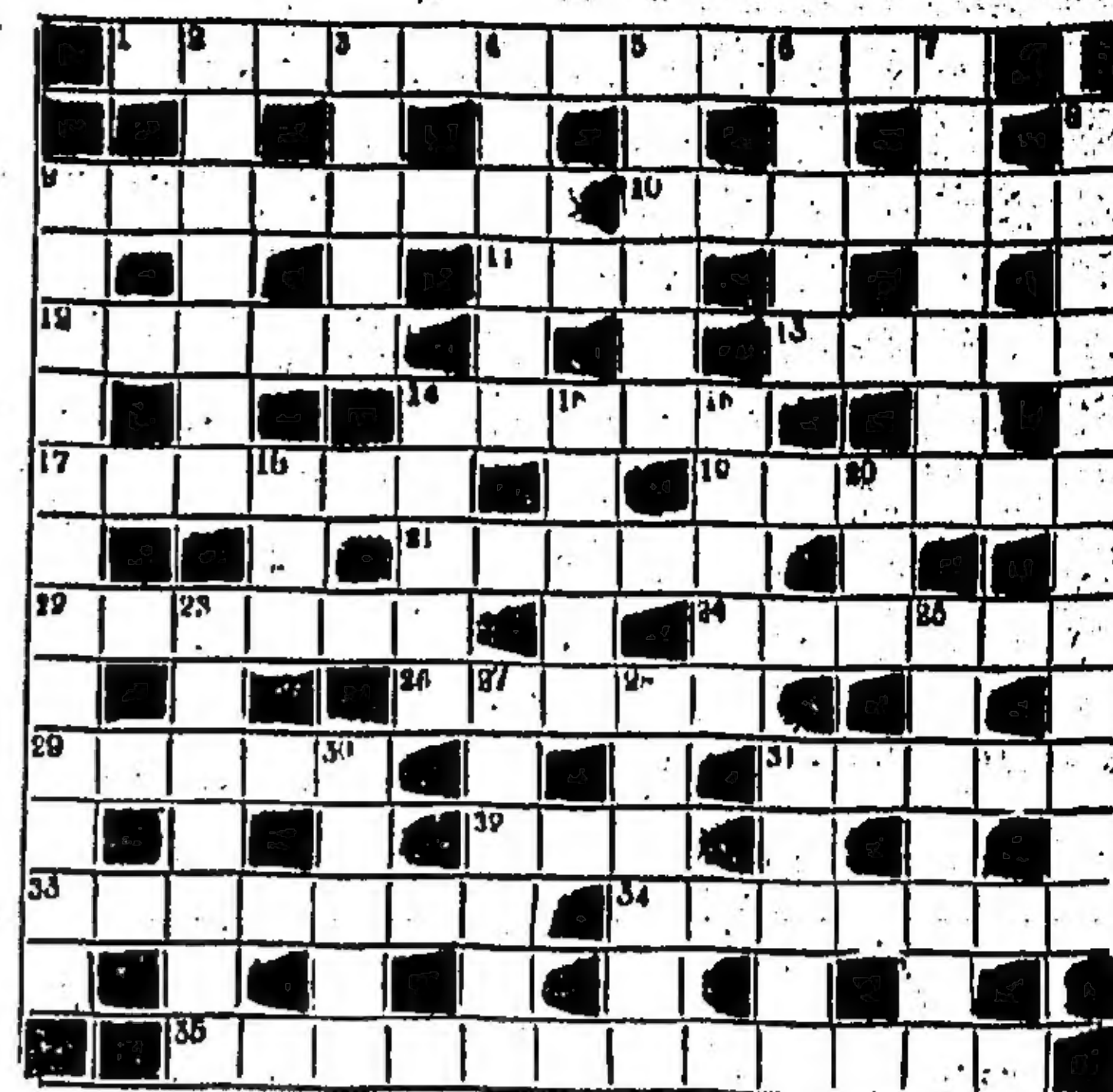
Another wedding gown was of  
velvet cream transparent velvet.  
The bodice was long and moulded,  
the skirt set on at a rather low line,  
rising in a point at the centre front.  
The skirt was edged all round with  
hugo velvet roses laid flat, and form-  
ing a deep border. Petals held the  
veil over the ears, and trimmed the  
long, tight sleeves falling over the  
hands.

#### A Two-in-One Beach Costume.



This tricky costume makes  
it possible to be nautical but  
nice at the beach. For pro-  
menade on the sands, the pure  
white suit of flak Jersey is  
modestly worn with a skirt.  
But when ready for a dip—  
zip! off comes the skirt so  
Miss Sun-and-Sea-Bather can  
swim in comfort. And she on  
Mrs. Grundy!

### OUR BRITISH CROSSWORDS.



Across

- 1 Of no, I must clue (anag.).
- 9 Giddiness.
- 11 The merry month in Paris.
- 12 I saw the first gleam for a moment  
ore the sailor, in case he had  
missed, fired again (hidden).
- 13 Here one must take the beverage  
in very vaporous surroundings.
- 14 In the letters of these self-  
righteous persons, the postscript  
is always about dress, and that  
is—
- 17 proverbially true.
- 19 On after a pound, and on after  
a penny is the way to make  
great capital.
- 21 This Indian has a white skin.
- 22 Two small companies combine,  
and go on to provide protection  
for eggs.
- 24 Father's behind time again, but  
don't grumble, it's just a matter  
of taste.
- 26 Fat, but not without honour.
- 29 First principles.
- 31 All about the blue lagoon.
- 32 This man came over with the  
Conqueror—
- 33 and these men found safety in  
ambiguity.
- 34 Popular sayings: No. 1—I'll buy  
it.
- 35 Book of the Old Testament.

Down

- 2 Disapproves these motives.
- 3 Both the boy with the apple and  
the man with the boy were.
- 4 Grumble if you like, it certainly  
is doubly queer in retrospect.
- 5 Many a Church one is a bare  
one.
- 6 Nursery bogies.
- 7 Synonym of 5.
- 8 Unfortunately the second is not

so first as it might be, even in  
the people as a whole.

9 A chief character in "The Last  
of the Mohicans" and other  
Cooper novels.

14 Plain in combination.

15 It gives a thrilling sensation  
after tea.

16 Run off on the slant. It will be  
easier down hill.

18 The opposite of con, but don't,  
on that account, read carelessly.

20 Here we get nothing from a  
great African river.

23 Unless it is unlucky, the first  
has the second, but cut it short.

25 This harp has a nail driven in at  
the foot.

27 Famous German scientist of the  
Nineteenth Century.

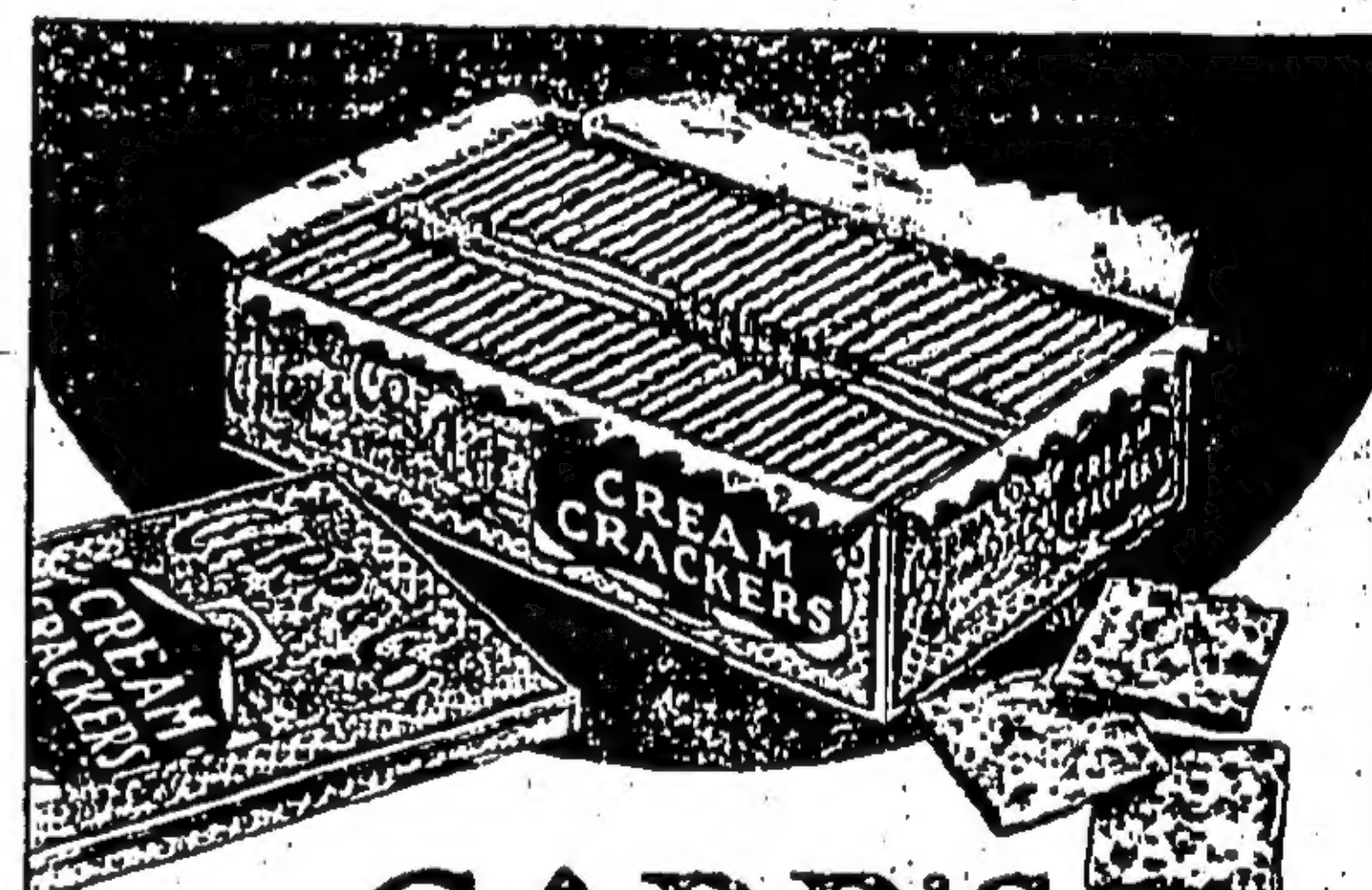
28 European country.

30 Here one must take up measures  
to make Zuleika's lover come  
down.

31 Useful to a burglar.

Yesterday's Solution.

LOTTERY AND ANTE  
A A A E U U V  
U IMPROVIDENT I  
N ONE I H I T E N D  
D E A T T E S T S H E  
E F F I G Y U Y E O M E N  
H E A X E N I T  
R E L I E F L U R I N G  
A T T N T A M I A W  
B O T A S H N W E L T E R  
P U T O U C H E D I I  
E X A M M A Y L O O T  
A L L E G E D E M A I N I  
S A L U A V E N  
E M P L O Y E U N D Y I N G



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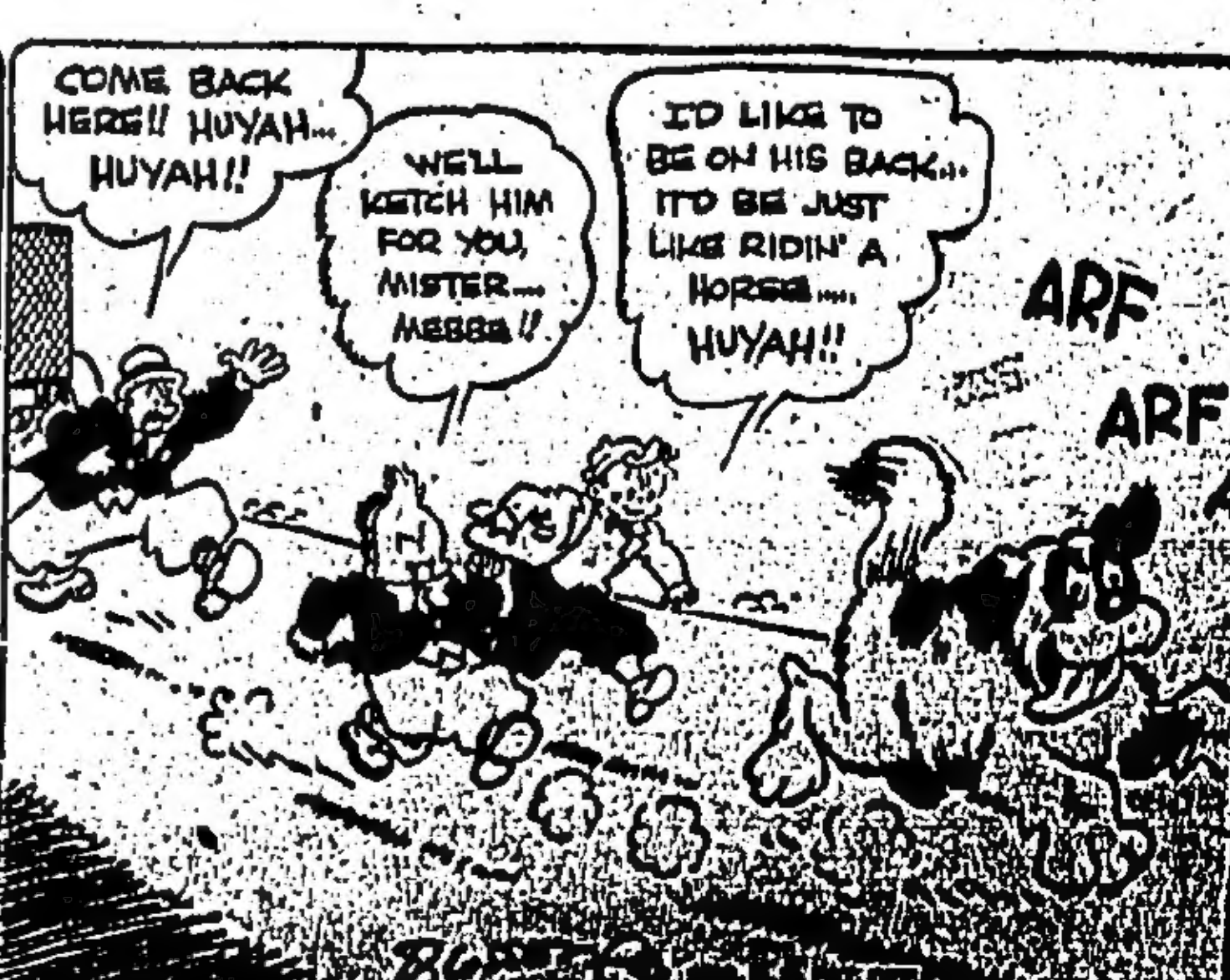
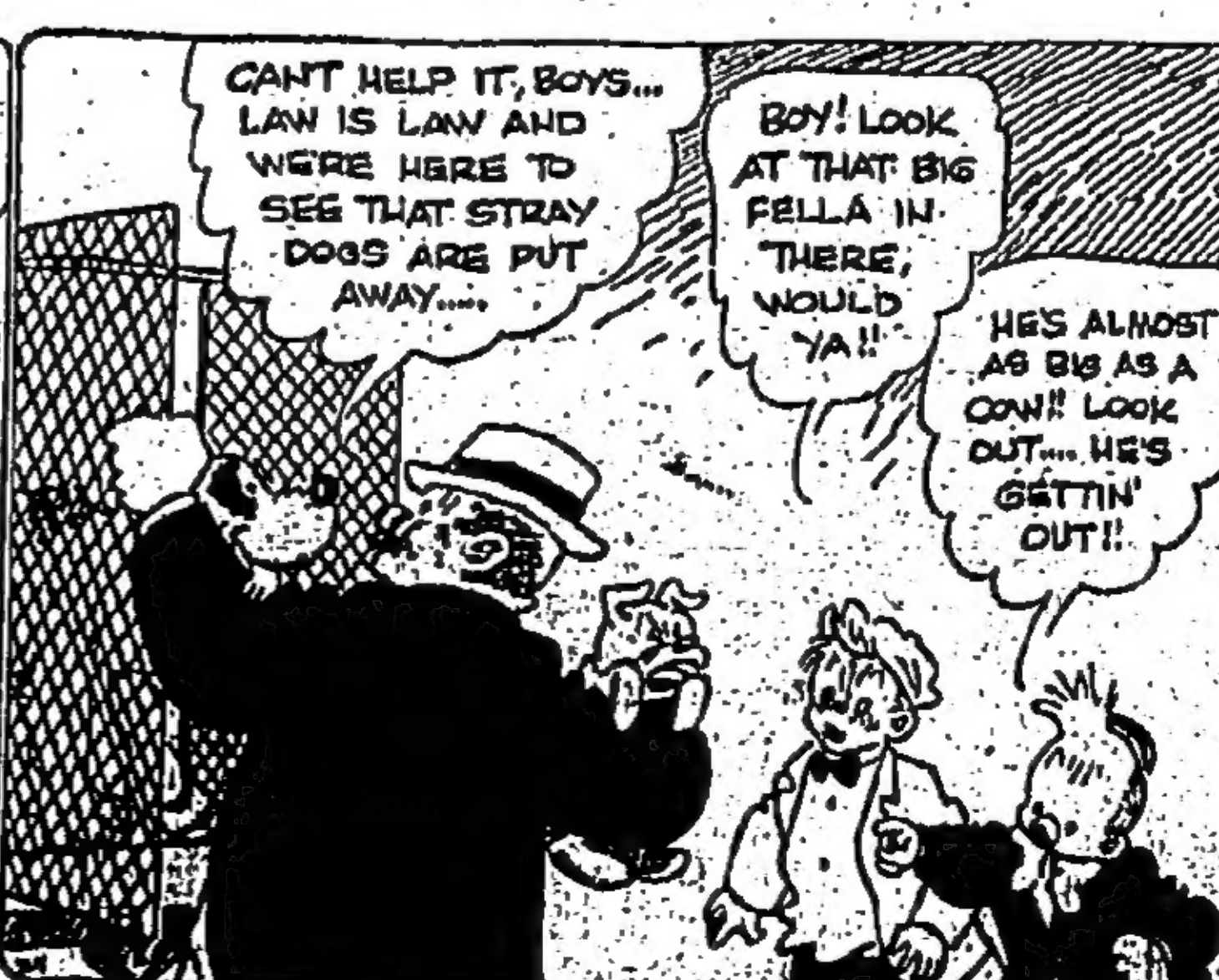
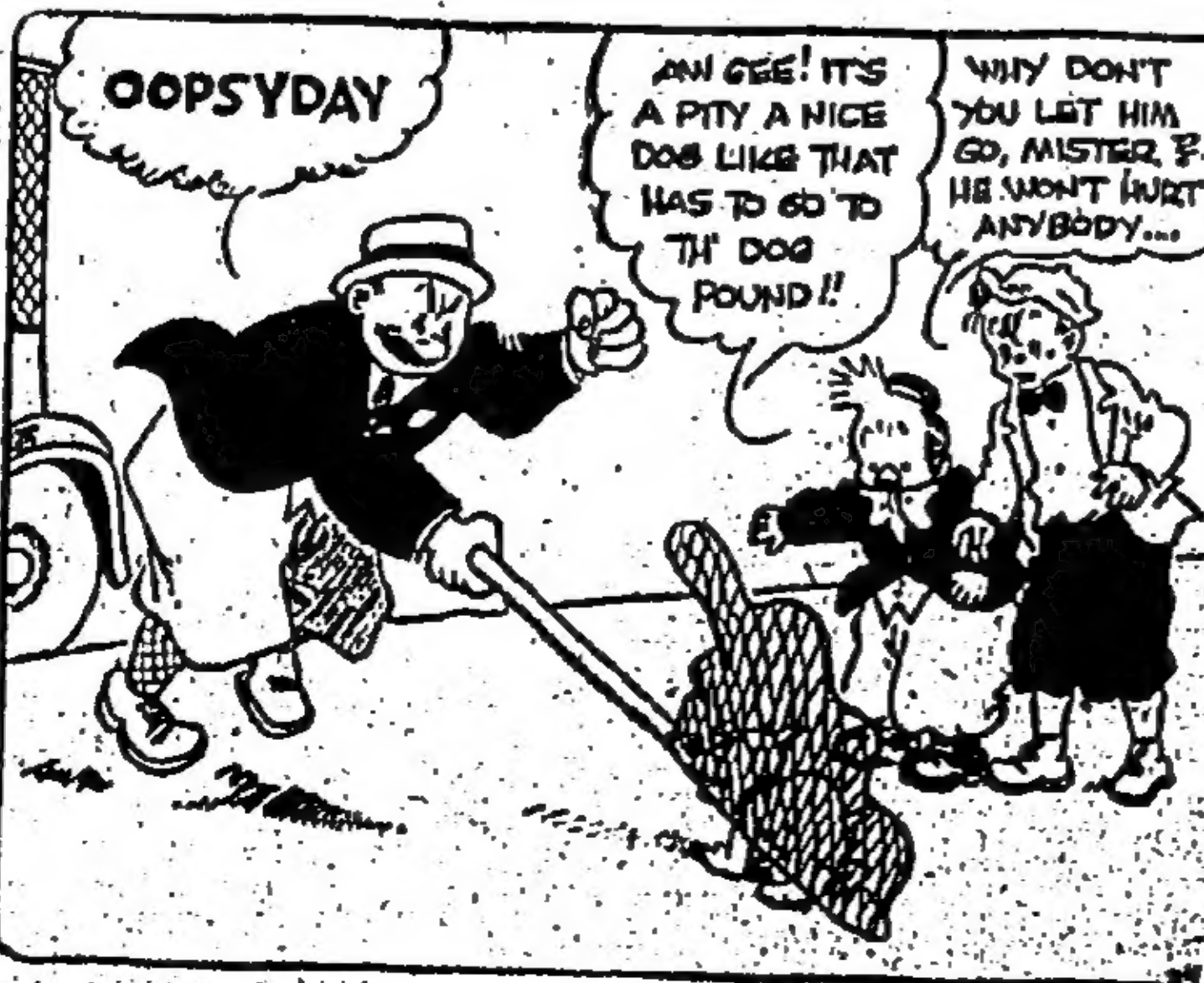
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#### BIRTH.

De SILVA D. O.—To Mr. and Mrs.  
D. O. de Silva at Hampstead,  
London, on 11th March, 1932, a  
bouncing girl.

#### DEATH.

FINCHER.—On 12th March, 1932, at  
her residence, Lena, dearly be-  
loved wife of W. Fincher. Funeral  
will pass the Monument to-day  
at 5 p.m.

The  
Hongkong Telegraph

SATURDAY, MARCH 12, 1932.

#### AN ARMED LEAGUE.

In recent discussions on the League of Nations to put a stop to the Sino-Japanese conflict, the point has often been made that the League has no means of enforcing its views. It is interesting, however, to look for a moment into the proposals tabled by M. Tardieu, on behalf of France, just after the opening of the Disarmament Conference in Geneva, which, if put into effect, would provide means whereby the League could be armed to keep the peace of the world. The proposals were that the League should have the right to call on the nation States for the loan of heavy aerial bombing machines, heavy land batteries, ships of more than 10,000 tons carrying guns of over 8-inch calibre, and the larger submarines, these to be at its disposal in the event of the Council deciding on action against an "aggressor." Moreover, the League, it was suggested, should have a regular army, or "police force," of its own, to which each State should supply a contingent, whilst in order to prevent the conversion of commercial aircraft into military machines, civil aviation should be internationalised under the control of the League. It was further proposed that there should be pledges to accept compulsory arbitration as the method of settling disputes, and certain measures for humanising warfare.

The idea put forward in the French proposals are by no means new. They are advanced as a choice between "a League disposal of an executive authority and a League paralysed by the intransigence of national sovereignty." If that were all, the scheme would be quite acceptable, since the notion of a "super-State" as the guardian of peace and the regulator of relations between peoples has much to commend it. The pooling of security is the only sane and safe method of achieving what everyone wants. Unfortunately, a close examination of the proposals raised some doubt as to their efficacy.

For example, it is not suggested that big guns and battleships and bombing planes should be scrapped—only that they should be borrowed if and when the League thinks fit. Each nation is to be protected by the arms of others, not in return for diminution of its own, but in addition. One critic has pointed out that, amongst other things, this flouts the legitimate German demand for equality, whilst the whole scheme would take no account either of America or Russia. An armed League of all nations is one thing; an armed League of some of the nations of Europe is quite another.

It is not without its significance, either, that these proposals of M. Tardieu have been openly hailed by French publicists as "a counter-proposal to disarmament." One of the leading British reviews, in commenting on the matter, hopes that Britain, the United States and Italy may march together at the Disarmament Conference and thus put France to the test. It asks if other countries express a real willingness to accept the principle of pooled security, but take the stand that an international police force is a fair proposition provided only that there is a large general reduction of armaments, what good reason can M. Tardieu advance for refusing to proceed at once and in sober earnest to the Draft Convention? If he does that, we may get some agreed measures of disarmament that will be worth having. And to get these will not mean sacrificing the ideal which is hidden under this disingenuous French plan. It will be the first necessary step in the process of realising that ideal.

#### The League Revolution.

While the Times commends the draft of the Assembly's resolution on the Sino-Japanese situation as dignified and moderate, those in closest touch with Geneva interpret it as meaning that economic sanctions will automatically follow a failure of this, the final, attempt to secure a settlement by pacific means. The views of the Times on the general issue will find little echo in Hongkong, but in the resistance to the sanctionist tongues, support will be wide. The trouble out East has already engulfed pacific relations and statesmanship, not partisanship, is required to solve it. The way to compose a quarrel is not by starting a new one. This is what the application of sanctions would involve. Whether they should be expressed in a commercial boycott of Japan or merely a break in diplomatic relations, the Japanese have intimated that they would regard them as offensive. They are thinking particularly about their commerce with the United States, for the bulk of Japanese business is done with China and the United States, and boycott action by any other nation would leave them relatively unperturbed. It is important to bear in thought that the application of sanctions would mean that the world had decided to take the part of China against Japan. This is what certain irresponsible politicians in China have been angling for. While Japan has overthrown the Chinese Administration throughout the whole of Manchuria, while Japanese marines have been occupying Chinese territory within a night's ride from Nanking, the generals responsible for the defence of Shanghai have no absolute assurance of support. Only among a limited group can be discerned that true feeling of national pride that would make any other people look upon Japanese aggression with a singleness of purpose. No unanimity of purpose has yet been achieved over even the question of severing diplomatic ties with Japan. If the sanctionists got their way, the world would be presented with the spectacle of Nanking as the only capital in diplomatic intercourse with Japan.

Much regret will be felt at the death of Mrs. Ho Sai-kit, a very popular member of the local Chinese community, who passed away at her residence, "Kong Tong Hall," Castle Road, on Thursday night. Mrs. Ho had not been ill for very long and news of her death came as a great shock to a large circle of friends. She was only 38 years of age and was the wife of the eldest son of Mr. Ho Kom-tong. The deceased was a daughter of the late Mr. Choo Leung-chue and her brothers, Messrs. Choo Po-sang, Choo Po-min, and Choo Po-yeung, were prominent figures in local Chinese business circles.

#### DAY BY DAY

ALL GOVERNMENT, INDEED EVERY HUMAN BENEFIT AND ENJOYMENT, EVERY VIRTUE AND EVERY PRUDENT ACT, IS FOUNDED ON COMPROMISE AND BARTER.—Burke.

Dr. K. H. Uttley has been appointed to be Deputy Registrar of Births and Deaths.

The Chief Justice has ordered that the next Criminal Sessions shall be held on March 21st.

His Excellency the Governor has appointed Mr. R. E. Edward Lindsay to act as Assistant Attorney General.

The Government is inviting tenders for the erection of public bathing sheds at Kennedy Town and Repulse Bay.

His Excellency the Governor has appointed Mr. A. G. Clarke to act as an Assistant to the Secretary for Chinese Affairs.

Mr. A. C. Franklin, who has been a patient in the Victoria Hospital for some weeks, is making good progress towards recovery.

The Chief and Petty Officers of H. M. S. Cumberland have issued invitations to a dance at the Garrison Lecture Hall on Friday March 18, at 8.30 p.m.

Invitations have been issued by the Institution of Engineers and Shipbuilders of Hongkong for a dinner in the rooms of the Institution on Thursday, March 24.

It is notified that at the expiration of three months, the Asia Mirrors Manufacturing Co., Ltd., will, unless cause is shown to the contrary, be struck off the Register of Companies.

The Central Theatre announces that they have been fortunate in securing the exclusive rights for the exhibition in the Colony of a number of United Artists Super and Special Productions for 1932.

Prof. W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., will give a lecture on "A visit to South Africa" to the Arts Association, Hongkong University on March 17, at 8.30 p.m. in Room "K" of the Main Building, the University.

A Chinese woman attempted to take her life yesterday by throwing herself from the ferry Northern Star, but was rescued by a fireman and taken back on the launch. She was removed to the Kwong Wah Hospital on the arrival of the ferry at Kowloon.

His Excellency the Governor has declared Mr. Cyril Champkin to be duly elected a Member of the Licensing Board during the absence on leave of Mr. H. B. L. Dowling, O.B.E., in accordance with the Rules governing the election of Justices of the Peace to serve on the Board.

Bankruptcy notifications state that a fourth and final dividend of 10 per cent. has been declared in the case of Hau Pak-yan, Alias, Ah Hau, of the Dragon Motor Car Co.; and a first and final dividend of 10 per cent. in the case of the Lee Sai Navigation Co., Ltd., and Leung Hong-lai, the managing partner thereof.



"I'll tell you, Mrs. Potter, I'll send both the lamb chops and the steak, and the one the dog won't eat you can save for your husband."

#### Bulls and Innors

From the Office Butts.

We presume that had the local Nudists discovered Lady Godiva, they would have claimed to have founder member!

"Finnish Fascists," says heading. Socialists wish they could.

The Kowloon wireless enthusiast who tuned in at two o'clock in the morning to see what he could get, only received a nasty note from his next-door neighbour.

In the "Empire Food on Empire Day" movement, Lady Clementi suggests Singapore should start with Malayan tea. Hongkong could follow up with gin—gor!

"Nudists take no notice of ridicule," says a supporter of the local movement. Well, it's something to know that they're thick-skinned.

The splendid response at Home to Income Tax requests seems to show that Britain still has plenty of good pay-triots.

Shanghai-brows have been wearing frowns lately.

Menfolk are now beginning to think about their summer headgear. The subject's quite tope-cal, in fact.

Judging by his attitude, Sir Herbert Samuel seems to be the man who put "if" into tariffs.

A magazine writer says the ideal marriage is when a man finds a beautiful girl and good housewife. We thought that was bigamy.

(It would appear that anyone not able to get home to bed nowadays arouses the worst fears.) Oh, many things do happen here, and many things you see. Some are funny and some are queer, so listen now to me: This is the place of early nights, of cinderella hours, So if you wish to see the sights don't over-reach your powers; For all good people go to bed before the break of day, And friends will think that you are dead if you should stay away.

If wand'ring round this busy town and tasting of its joys, Get home to sleep and snuggle down like all good girls and boys; Don't make night day or paint things red, the sequel is not fun, If you're not found all safe and snug, you're posted "missing," son; And even on a mainland "hike" it isn't safe to stray, They'll issue forth by car and bike, and hunt you all the way. The moral, if there's one to tell, is mind your P's and Q's, Go up to heaven or else to—well, but don't get in the news!

Cadets are noteworthy for their powers of endurance, for the wonderful value they give for money, and for their capacity in standing up to real, hard work. The reference, of course, is to motor-cars.

The improvement in the \$ shows that sterling is still sterling.

There are reports of laryngitis in the Navy. Hoarse marines!

There is no truth in the rumour that, in honour of an enterprising reporter, the Government intends running a local jettty "Sixton Blake Pier."

As far as the Office Meteorologicalist interprets it, the week-end weather forecast promises rain or fog, drizzle or mist, cool snap and fine, or thundery and oppressive conditions.

We suppose these economies at Home are being effected by axe of Parliament.

One touch of winter makes the anti-nudist grin!

Americans, we imagine, will fall to see any fun in this additional Amusement Tax.

An architect has designed what he claims to be unsurmountable prison walls. Not planned to scale.

The Nudists met in solemn 'clave. The portal barred 'gainst vowswers; For dear unkindred souls should rave, And plead the cause of trousers. For two long hours the conclave sat, Serene and safe from spying. From those who spurned the caveat, Near pen and blotter lying. "Abandon hope" who entered there, Of writing to the papers; For every one who signed did swear, To cut no verbal capers. And so the Nudist Club was born.

Modest—Unassuming, Indifferent of the critics' scorn, 'Without the portal fuming, Such modesty makes paradox, From those who'll meet on Sundays, Divested of their shirts and socks, The ladies of their "undies." Perhaps my soul is far too crude, I should prepare to bare it. But if the cult means members nude, I'd hate my wife to share it. But this is only by the way, I may be an old fogey, Perhaps one day I too will play— In birthday rig—some bogey! —CYN.

There is no truth in the rumour that local Nudists propose floating a company for the manufacture of mosquito bite lotion!

We understand that, in order to return a friendly gesture to the Press for discovering a missing American, a prominent member of the Police has undertaken to spot the winners at the Easter Race Meeting.

This Week's Simile.—As enthusiastic as a sun-burnt nudist!

After all, we are all born nudists!

Britain's position was founded on her manufactures, says an economist. In other words, what she made, made her.

A physical culture expert says even the old should exercise daily. Never too late to bend.

In London recently, a comedy was taken off, after two nights. For the playwright, it was a tragedy.

Our idea of real agony is a Septimus with a bad tooth, while phoning America.



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# Hongkong Telegraph.

## PICTORIAL SUPPLEMENT

Saturday, March 12th, 1932.

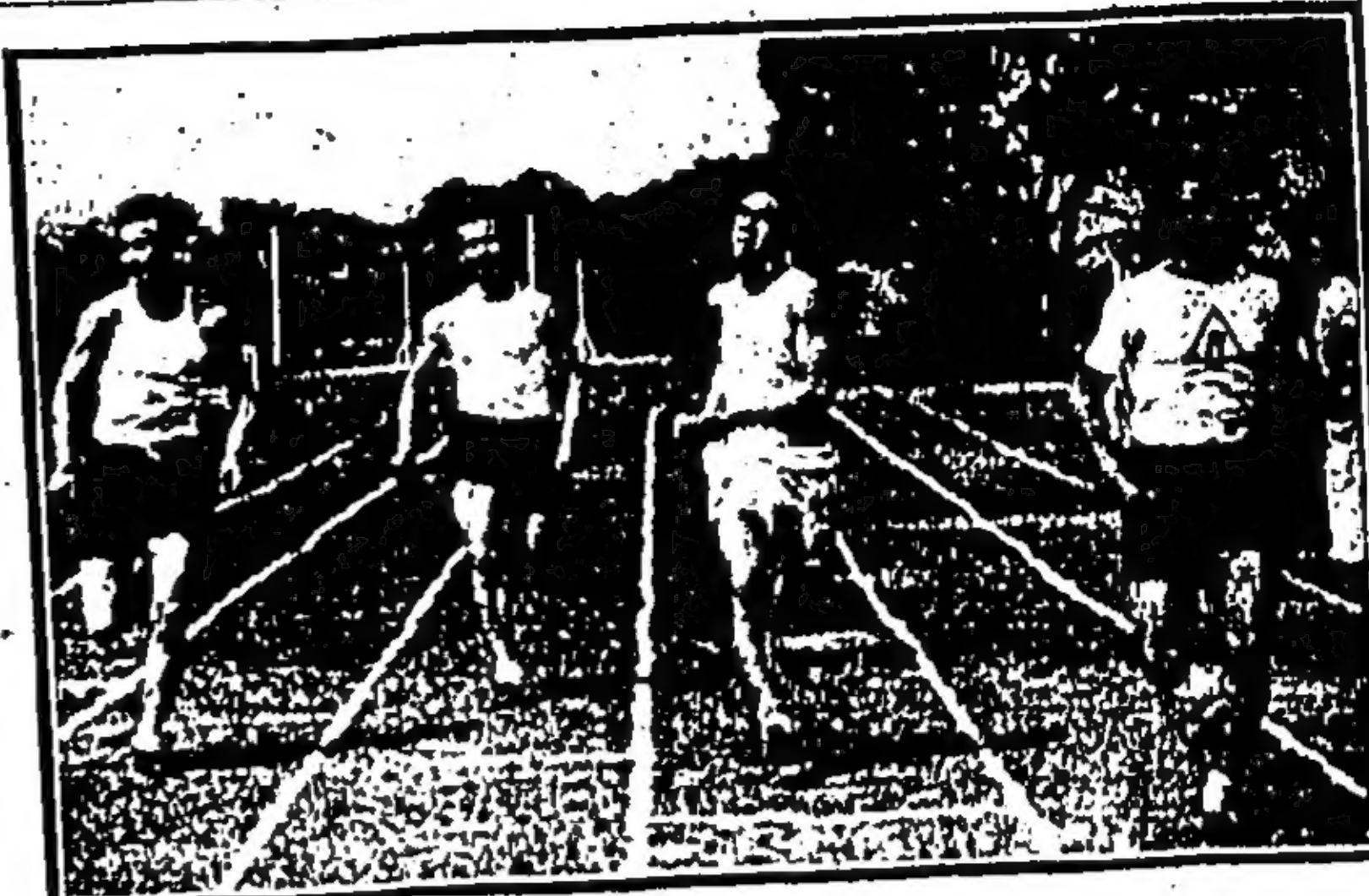
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Hoat-teck (St. John's) in the High Jump at the H.K. City sports. He tied with C. T. Law and Chan Seck. This photo and others of the Meeting are by the University Amateur Photographic Club.



The ladies' 100 yards race at the Varsity sports. Left to right:—Misses W. F. Kwok, C. Wang, A. Woods (winner) and P. C. Kwok.



The 220 yards race at the Varsity sports. Left to right:—F. Zimmern, A. T. Lee, R. Symons and E. L. Gosano. The last-named won.



Mr. Tam Woon-tong, Chairman of the Po Leung Kuk, whose untiring efforts were largely responsible for the establishment of the institution in its new home, opened last week.



The first Child Welfare Clinic to be started in Hongkong, over two years ago, at the Kwong Wah Hospital. Splendid work has been done by Dr. Cheng Keng-shen and the Matron, Miss Pun Wan-shan. Miss C. Crichton Imrie, of New Zealand, is soon beside the Matron. (Photo: Lee Fong).



Mrs. R. H. Kotewall presenting the prizes at the University sports.



Miss P. C. Kwok making a grim effort in the Long Jump at the University sports. She won second place.



A. T. Lee caught by the camera in the Long Jump at the Varsity sports.



Photo shows some members of the St. John Ambulance Brigade who were entertained by the Y.W.C.A. just before leaving for Red Cross hospital work in Shanghai. Eight nurses of the Y.W.C.A. were among the party. (Photo: Ming Yuen Studio).



Left, Hatman (Mr. Y. S. Chang up), after winning the Hongkong Handicap "A" Class in record time on Saturday; right, Chivalrous (ridden by Mr. Charles), which won the Hongkong Handicap "B" Class and paid backers \$162. (Photos: Moe Cheung).



Group taken after the wedding, at St. John's Cathedral on Wednesday of last week, of Mr. H. F. Westlake and Miss Elisabeth McCance. (Photo: Ming Yuen Studio).



These two clever fake photographs are the work of Mr. E. H. Inchcomb, of the Royal Naval Yard Police. He is seen in dual capacities in each of the pictures.



Picture shows Bowery Bay, ridden by Mr. Corbett, before his mishap at Happy Valley on Saturday, being led in after winning the Lotteries Stakes. (Photo: Moe Cheung).





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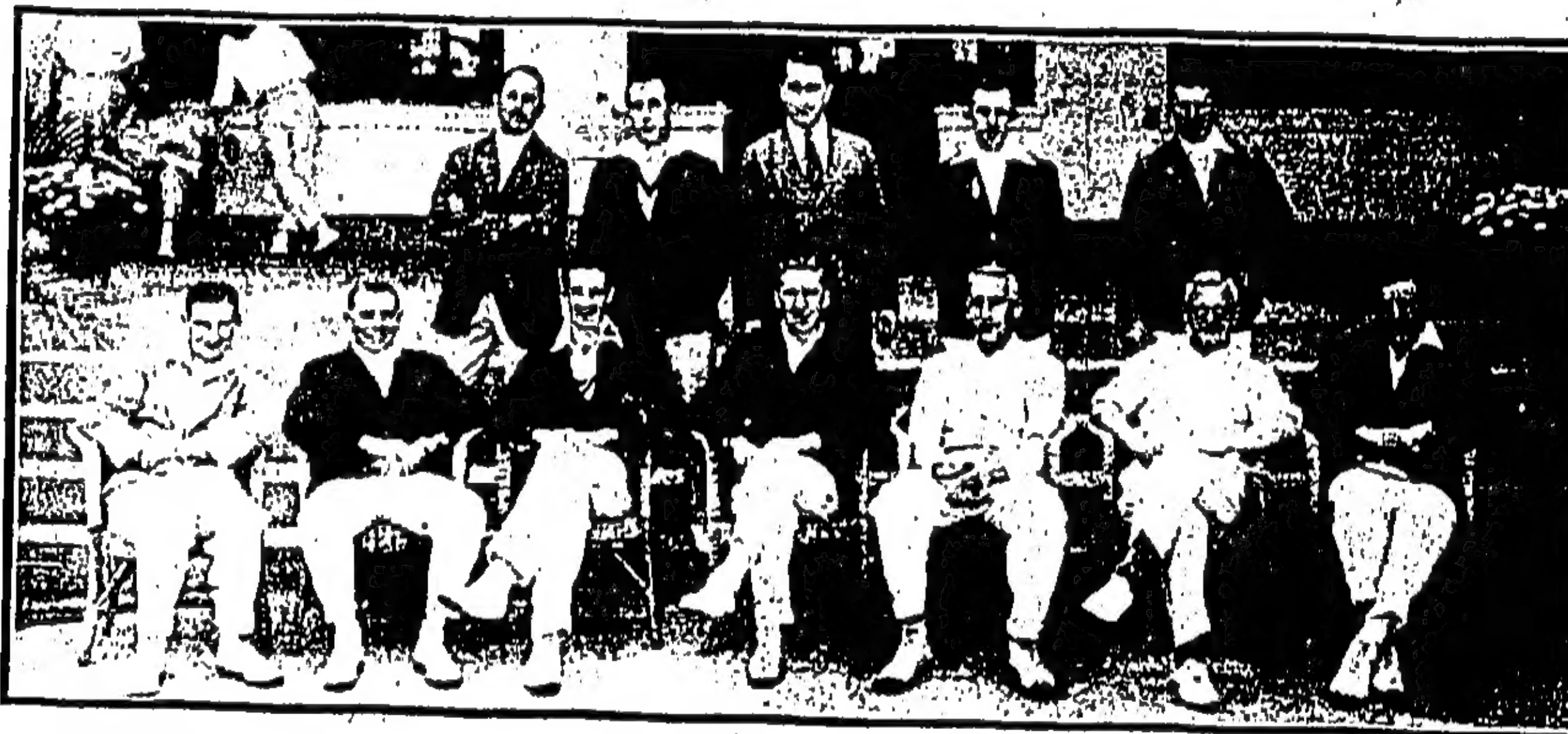
The wedding took place at St. John's Cathedral on Sunday of R. W. Lane, of Shanghai, and Miss Mary Anne Storer. Mr. C. E. Moore gave the bride away, and Mr. A. Jenkins was best man. (Photo: Ming Yuen Studio).



The bridal party at the wedding of Mr. S. A. Gray, of the Hongkong and Shanghai Bank, and Miss Ellen Christina Mackay Sim, of Sydney, niece of Lord Inchcape. Mr. V. M. Grayburn gave the bride away, Miss Deborah Mackay Sim was the bridesmaid, and Mr. D. F. C. Cleland was the best man. Lady Peel is seen on extreme right. (Photo: Ming Yuen Studio).



Flashlight photograph taken at the dinner given by the Royal Hongkong Yacht Club to Mr. E. W. Carpenter, for many years Commodore of the Club, who is leaving the Colony on retirement. (Photo: Ming Yuen Studio).



The Civil Service cricket XI which met the Navy on Saturday, when, thanks largely to the good batting of G. R. Sayer, a comfortable victory was secured. (Photo: Ming Yuen Studio).



The Right Rev. Dr. Hewlett Johnson, Dean of Canterbury, snapped by a "Telegraph" photographer as he stepped ashore in Hongkong. He is on a visit to the East investigating conditions in the flooded areas of China.



This group was taken on the occasion of the opening of the new Po Leung Kuk at Caroline Hill. In the absence of H.E. the Governor through indisposition, the ceremony was performed by the Hon. Mr. W. T. Southorn, C.M.G., Colonial Secretary. (Photo: Yim Fong).



The above group was taken after the wedding, at St. John's Cathedral on Saturday last, of Mr. B. S. Rogers and Miss Violet Irene Spradbery. (Photo: Mee Cheung).



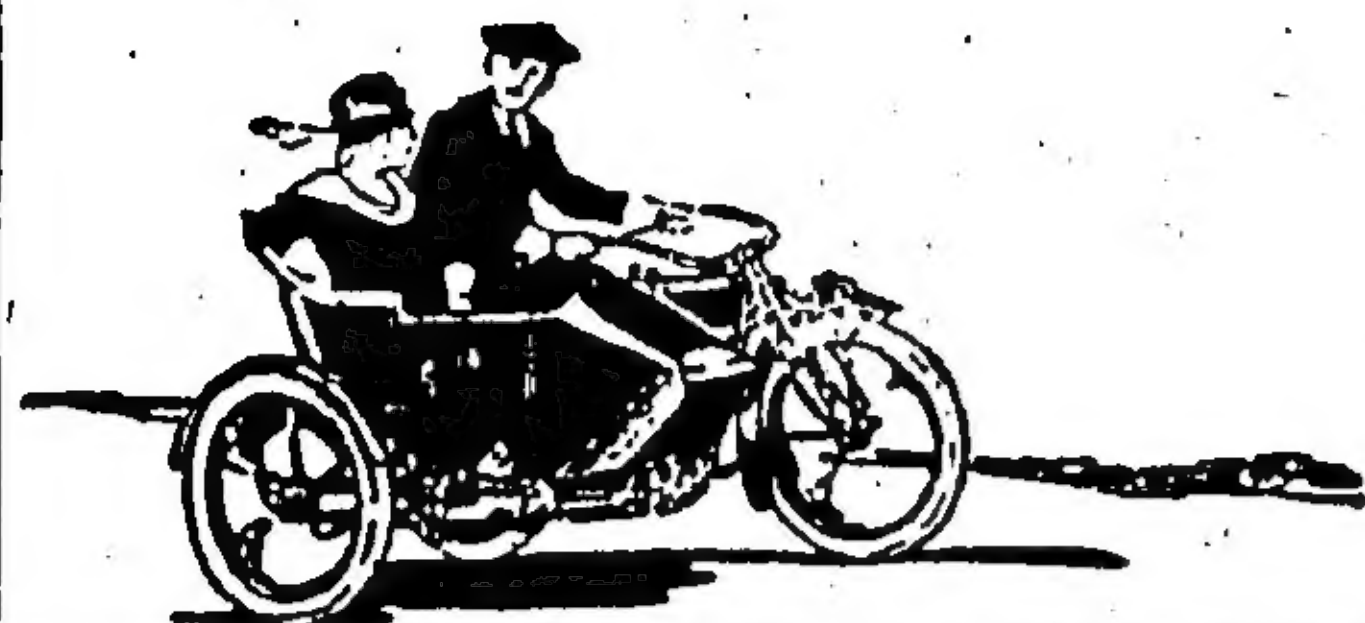
The Portuguese goalie punching out during the final of the International Charity Cup match, in which Portugal secured the verdict over Scotland. (Photo: Mee Cheung).



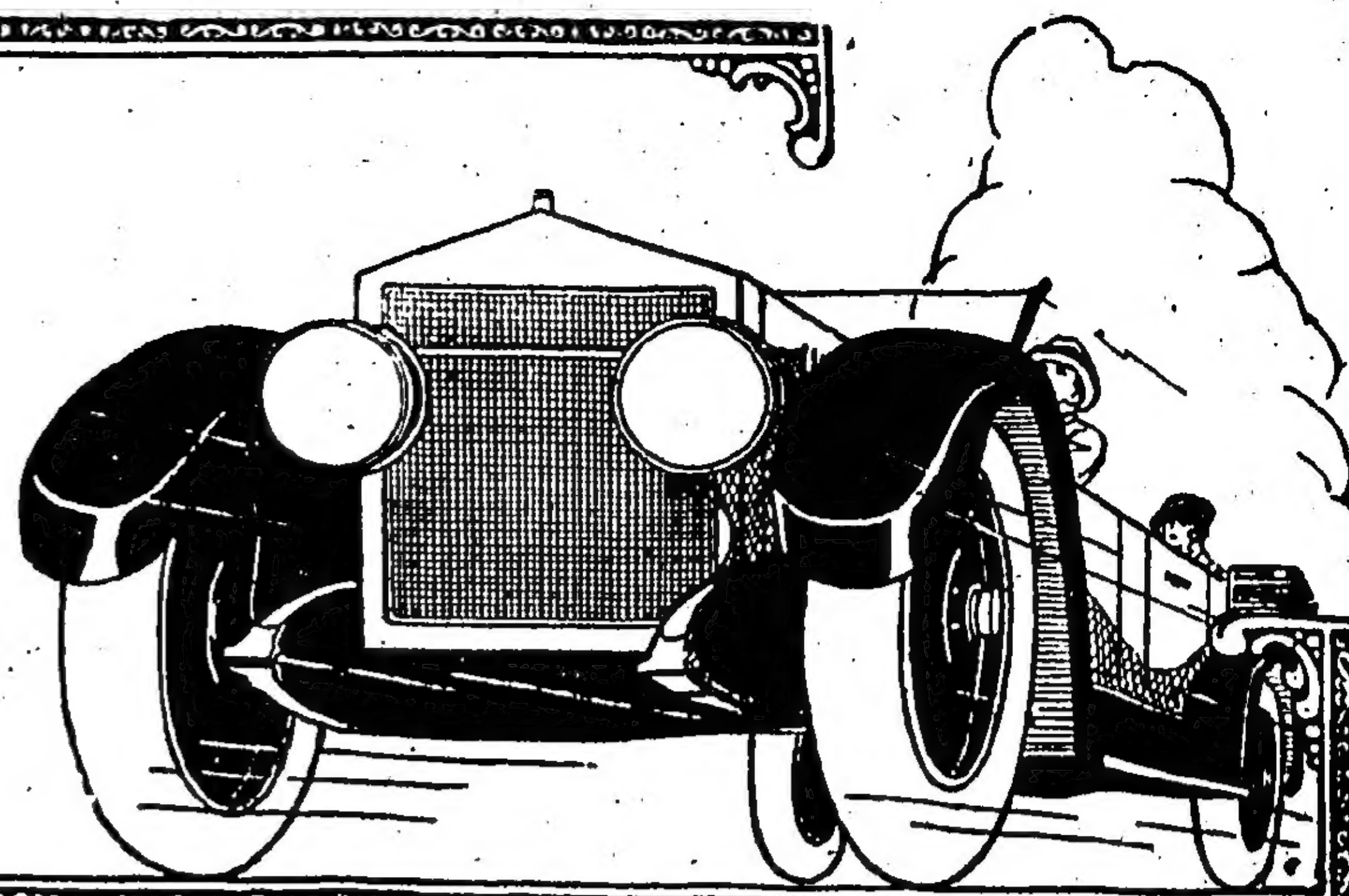
Group taken at the wedding, at All Saints' Church, Homunite, of Mr. C. S. Joo and Miss Sophie Chung, daughter of Dr. Chung Chuen-son. The bridegroom has lived for some years in Chicago. (Photo: Mee Cheung).



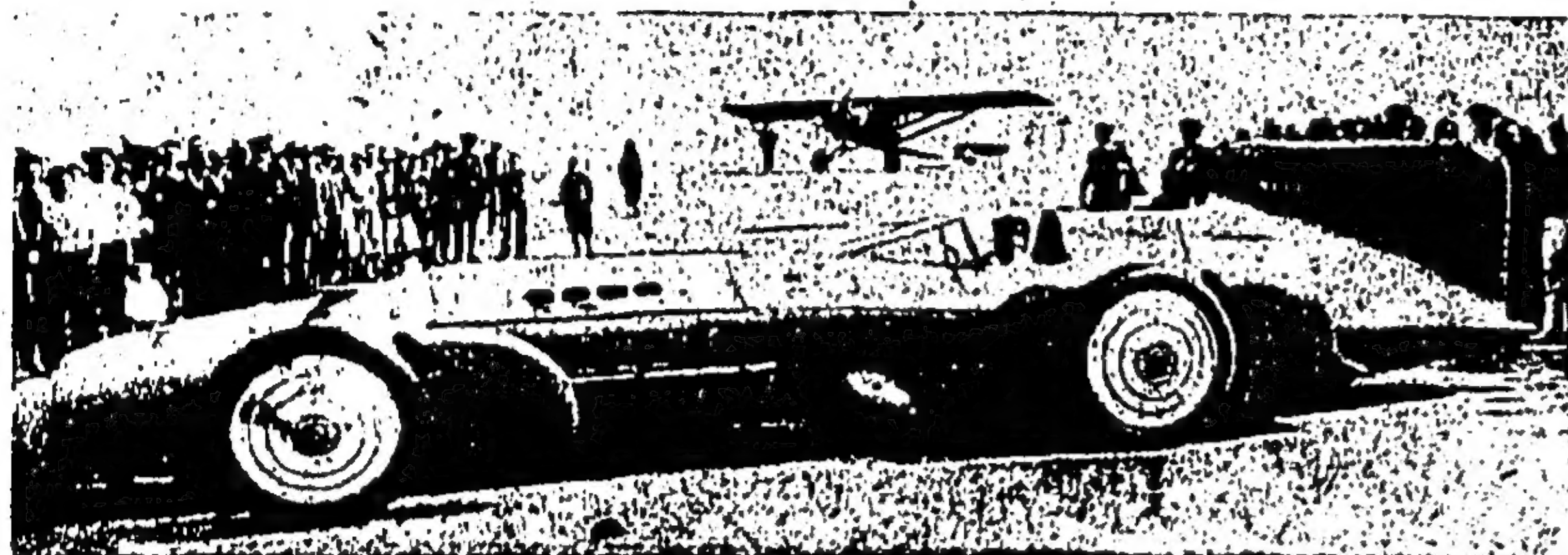
# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH  
SATURDAY 12th MARCH, 1932.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION



## SIR MALCOLM CAMPBELL ON RECORDS.



Sir Malcolm Campbell at Daytona, in Bluebird II, with which he set a new world's motor land speed record.

The following article was written by Sir Malcolm Campbell, for the *Daily Mail*, shortly before he set out for the United States with the "Blue Bird" where he created new world's records for speed. In the last paragraph of his interesting review, Sir Malcolm stated that his ambition was to travel at the rate of five miles a minute, although the tremendous speed did not quite reach this figure, he

improved his previous records and established the following:

Flying Mile, 253.968 m.p.h.  
First run, 207.469  
Return run, 241.773

At that time, the famous Australian motorist, "Wizard Smith" attempted to break Sir Malcolm's existing records, but he failed to achieve the distinction, although he broke the ten-mile speed record, reaching 178 m.p.h.

"Wizard" Smith was driving the "F. H. Stewart Enterprise," a car specially built for the attempt and with the additional object of attacking Sir Malcolm Campbell's 245 miles an hour for the measured mile.

In his first run at Kaitia according to a special report from Wellington, the "Wizard" accomplished the ten-mile burst in under four minutes giving an approximate speed of 160 miles an hour. His second run he completed in much better time, the official time being 3 minutes 18.868 seconds, equalling approximately 178 miles an hour.

The two runs taken together give Smith a speed for the record of 164.684 miles an hour.

£42,000 Car.

The record was created in a car which cost over £42,000 to build, and which resembles, in many features, the late Sir Henry Segrave's Golden Arrow which did a mile at over 203 miles an hour at Daytona a few years ago.

By the time these lines are in print I shall be on my way to Florida to make another attempt on the world's land speed record.

Many people have asked me why I am doing this, since my car still holds the world's record. I will tell you.

First of all, I do not believe in resting on one's laurels. That way lies stagnation, and neither a nation nor individuals can afford to stand still in these days of strenuous living.

For some time I have known that attempts on the records which are now held by my car Blue Bird were likely to be made, and we have accordingly been quietly preparing Blue Bird in case it should become necessary to defend her title.

I always look upon any record as an achievement that can be easily improved upon by the next man, provided, of course, he has the right car and suitable conditions.

My Rival's Chance.

It has seemed quite feasible to me that the "next man" in this case would be "Wizard" Smith, Australia's crack racing motorist, who has taken an Australian-built car to Ninety Mile Beach, New Zealand, for the purpose of attempting on my record and others. Compared with this machine, Blue Bird is now old. My rival's car is built on the very latest lines and is equipped with a Napier-Lion supercharged motor which was lent by our Air Ministry at the request of the Australian Government for this purpose. The motor is identical with the one which I am using.

A perfect course is of paramount importance now that speeds are so high. I am told that the New Zealand course is dead straight for more than 18 miles and that the sand over that distance is as hard as a board.

To obtain the maximum possible speed from one of these racing

away on first and second gears, great care has to be exercised. Violent application of the throttle is not to be recommended, so that the distances I have mentioned are conservative estimates.

Now Is The Time.

"Wizard" Smith originally contemplated making his first attempt last November, but owing to delay in putting the finishing touches to his car it was postponed till December, and then again till last month. Actually the first trials took place 10 days ago.

Now the beach at Daytona is at its best during February. In March and April the chance of the course being good enough becomes progressively remote. I suddenly realised a week or two ago that if I did not go out to Florida pretty soon it would mean that I should have to wait for another year to make a new attempt.

"Well, why go until your record is beaten?" is what many people have asked me.

I feel this way about it: My car is ready, and it seems all wrong to keep her standing by for 12 months or more, when a new record would be of a certain amount of benefit to our motor industry and to the prestige of British engineering generally. It was for these two reasons, and the fact that I feel sure my old car is capable of improving on her present record, that I decided to go out again immediately.

Power Tried.

We began building Blue Bird in 1924, but she was not completed until the latter part of 1926. She was originally designed to reach a maximum speed of only three miles a minute, or 180 miles per hour, but she has already covered the mile at a fraction over 245 m.p.h. That is wonderful testimony, surely, to the superiority of British workmanship, and a striking example of the lasting qualities of British material.

The car has been remodelled from time to time, but the original chassis frame is still retained, as are the front axle, brakes, steering, and many other essential parts.

Napier engines have always been employed. The one first installed gave approximately 550 h.p. and the one now fitted close on 1,550 h.p. Not many cars would stand having their power increased by nearly 200 per cent., but Blue Bird has.

Now, do I feel confident of success? I am never brimming over with self-assurance or confidence.

I remember once spending months on preparing a car for a certain race. Then a connecting-rod bolt broke and smashed up the entire engine when victory was in sight. Now that bolt might have lasted until the end of the race.

Good weather conditions mean nine-tenths of the battle. Who can tell to-day what the surface of the beach at Daytona is likely to be in a month's time, or from what direction or at what velocity the wind will blow. It may be necessary to wait a month or more before I can make the attempt, and then other conditions may not be right.



Expensive Waiting.

The great problem is expense. The longer one is there the greater the expenditure. Again, waiting over a long period for weather to improve is inclined to get on a driver's nerves when he realises how expensive is delay, and he is inclined to chance it if the beach improves even slightly, although he knows that discretion says "No."

Ideal conditions mean a perfectly smooth and even beach. The slightest unevenness may send the car hurtling through space for 50 feet or more.

When I was making my attempts on the record in South Africa in 1929, our course was far from ideal. On one occasion the car hit a bump and covered 41 feet before touching earth again. Had I not been strapped in I should certainly have been thrown out at a speed of 215 m.p.h.

A course otherwise perfect may be completely spoiled by one ridge or hummock. These trials have to be accomplished without delay, owing to the incoming tide, so there is no time to remedy matters of that sort.

The wind is an important item. A strong wind blowing across one's track presents a great danger, as it may take charge of the car when she is travelling at a really high speed, and blow her right off the course. The higher the speed, the greater does this menace become.

Visibility also is very important. Last year at Daytona, owing to the mist, I could see very little farther than 300 yards. As we were travelling at the rate of more than 120 yards per second, this meant that I had less than three seconds' visibility in front of me. Not very much when decisions have to be made in a second or even less!

The course must be free of shells and stones, as well as of soft patches of sand. A shell can quite easily cut one of those special tires to ribbons. This occurred to Blue Bird at Pendine in 1927, but fortunately the car was travelling at only about 175 miles an hour at the time.

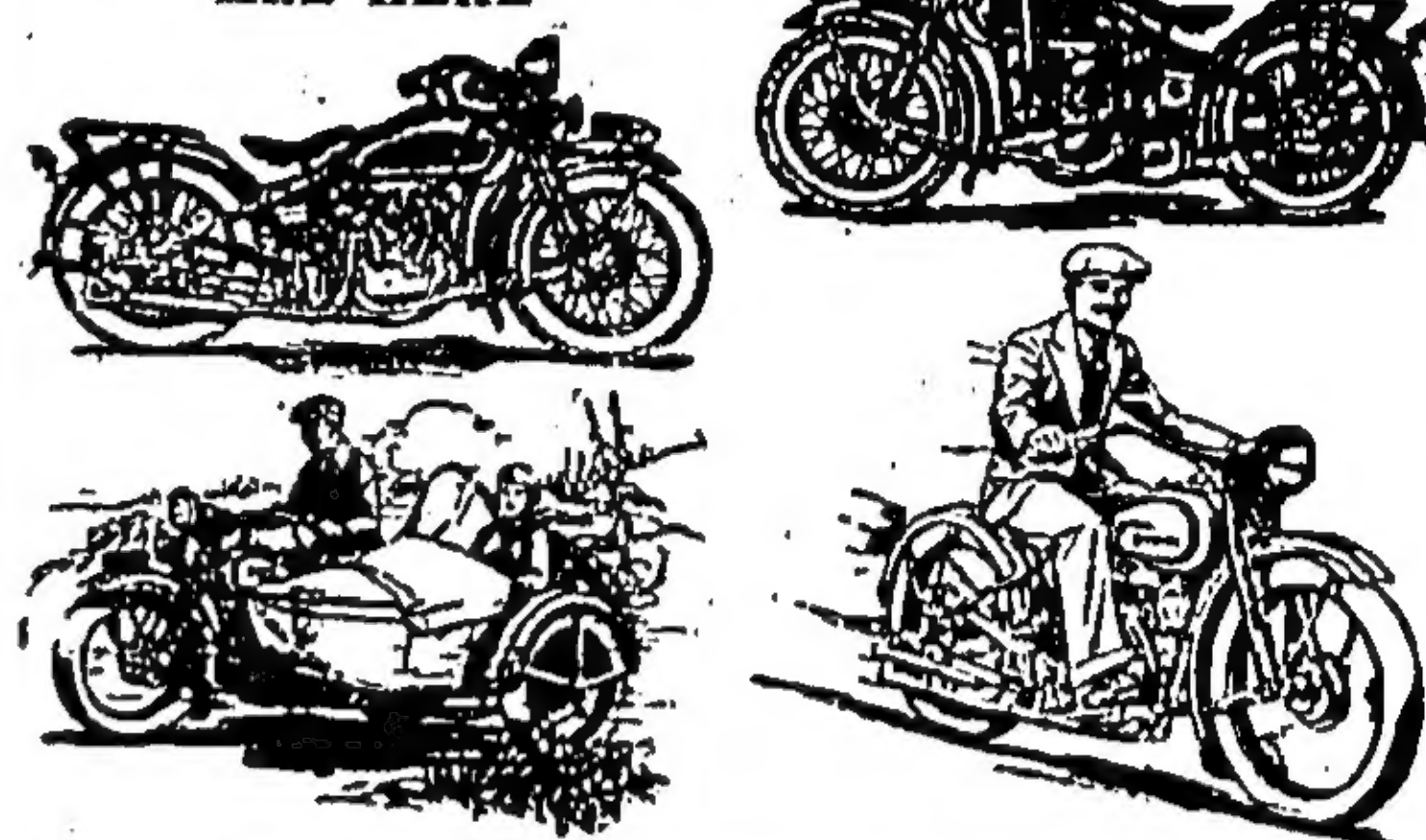
I have every confidence in my car, and if I get, as the Americans say, "all the breaks," then I feel sure Blue Bird will annex another record.

Blue Bird's Career.

This will make my tenth attempt altogether on the world's land speed record, and the fifth with my present car.

Blue Bird gained her first distinction at Pendine in February 1927, with a speed of 174.6 m.p.h.

## THE 1932 HARLEYS ARE HERE

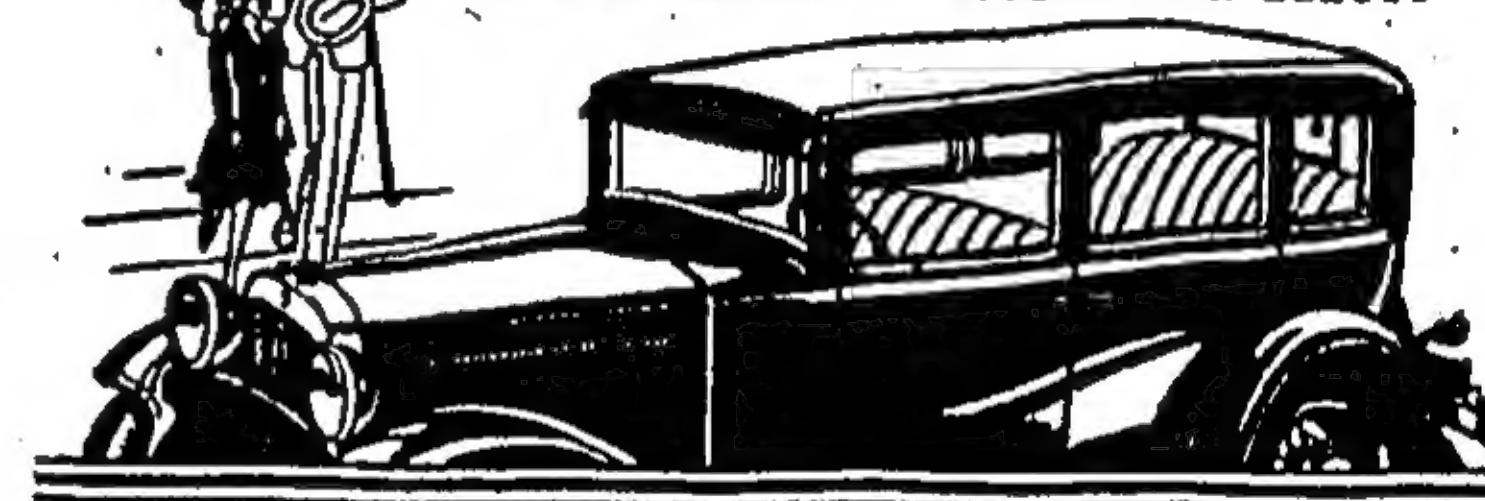


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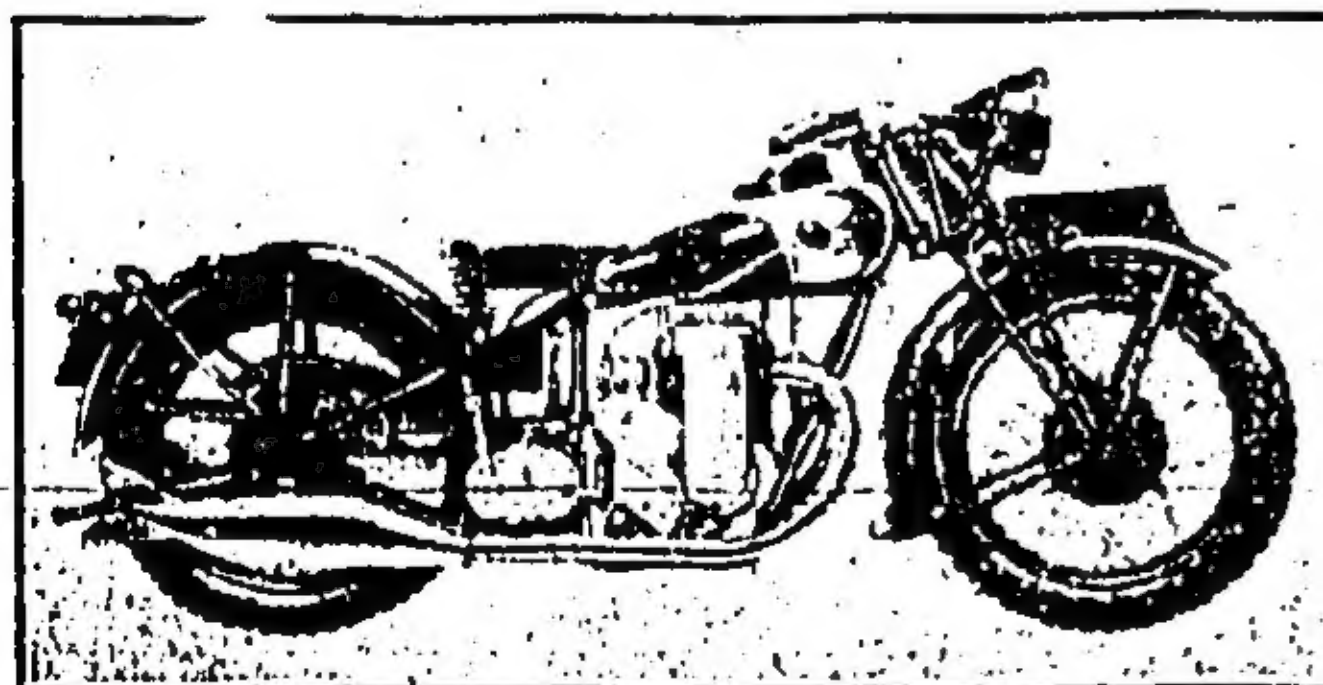
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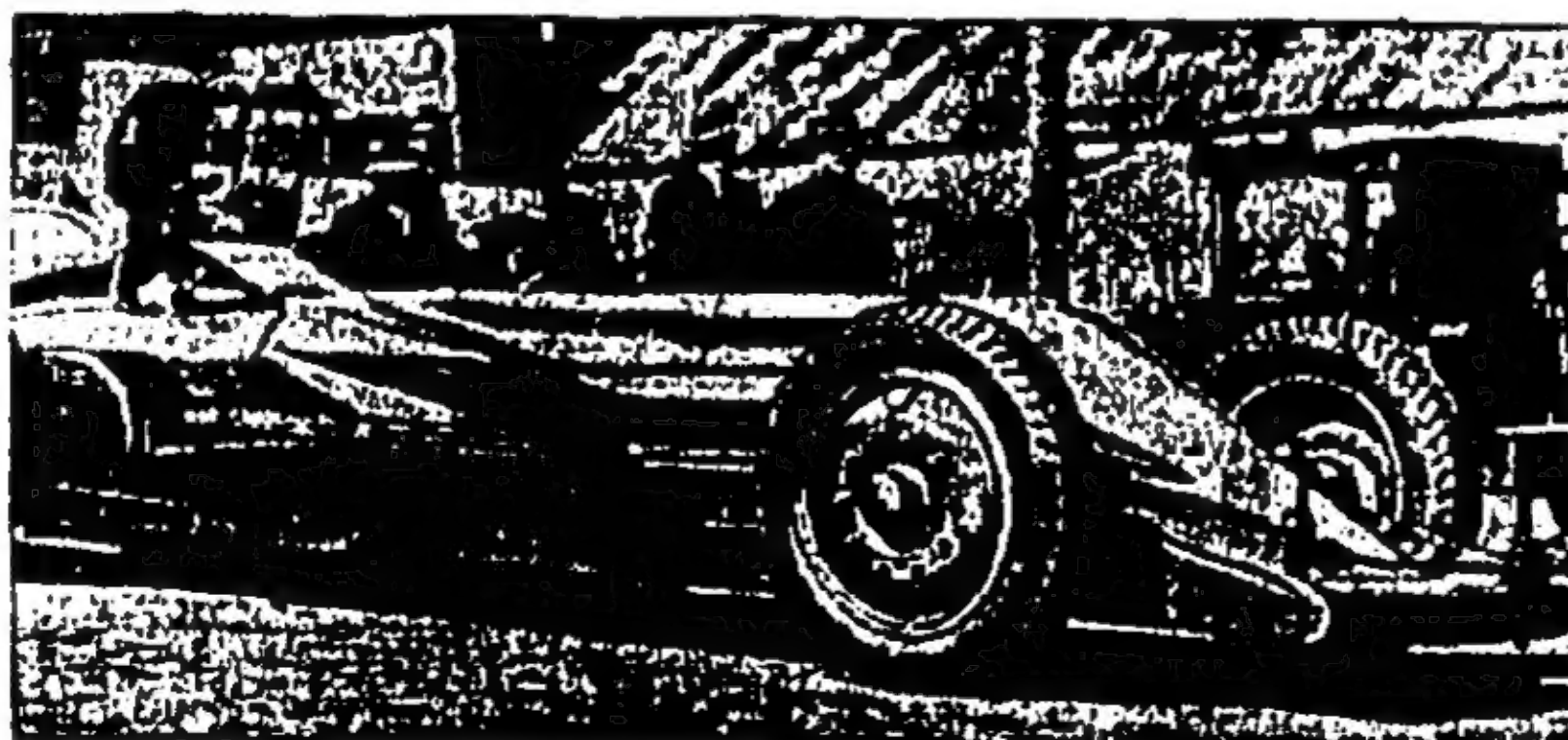
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monsters a long run before reaching the measured mile is essential. The following calculations which apply to my car will give some idea how important this is.

Blue Bird is capable of accelerating from a standstill to a speed of 200 miles per hour in approximately a mile and a half, but to increase that speed to 250 m.p.h. a further distance of nearly two miles is required, making 3½ miles in all. From 250 to 276 m.p.h. another two miles is necessary.

It will be seen, therefore, that it is essential to have plenty of space to obtain its best performance. Moreover, when getting

I think that is the wrong attitude to adopt. I feel that the old car has it in her to do considerably better than what she already achieved. But whether she is successful or not must depend to a large extent on luck with the weather and the condition of the beach. Luck—or call it anything else you like—must be with the car as well.

Luck Plays a Part.

We have done everything we possibly can to make Blue Bird fit for the fray. But there are so many things that cannot be foreseen or guarded against that the element of luck must come into the picture.

At Daytona in February 1928 she did 206.96. In 1929 she failed to exceed the record for the mile established by that great sportsman, the late Sir Henry Segrave, but Blue Bird annexed the 5 mile and the 6 kilometre records at a speed of 216.4 and 211.8 in April of that year, under conditions which, to say the least, were far from ideal.

The year 1930 was spent in re-modelling the car, and last year she set up the latest figures of 245.736 m.p.h., which involved covering the mile in one direction at 246.575.

My ambition is to travel at the rate of 5 miles a minute, or 300 miles per hour; but I am afraid that it will be impossible to reach this speed in my present car. That may necessitate building another machine, but I do not expect I shall rest content until I have reached that goal.



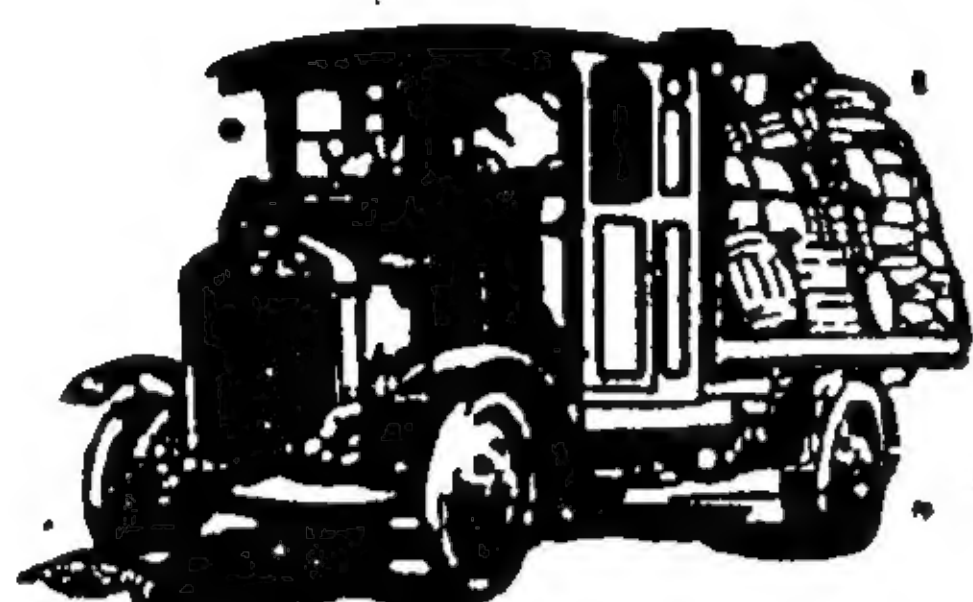
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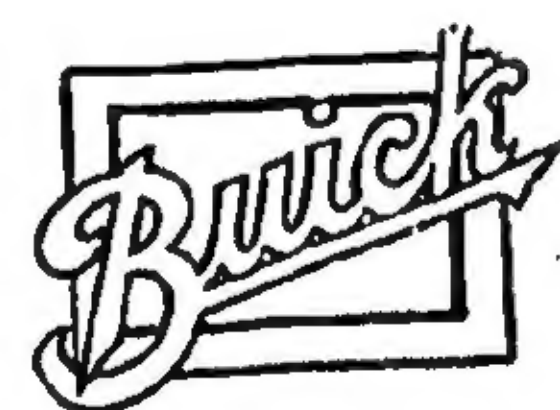
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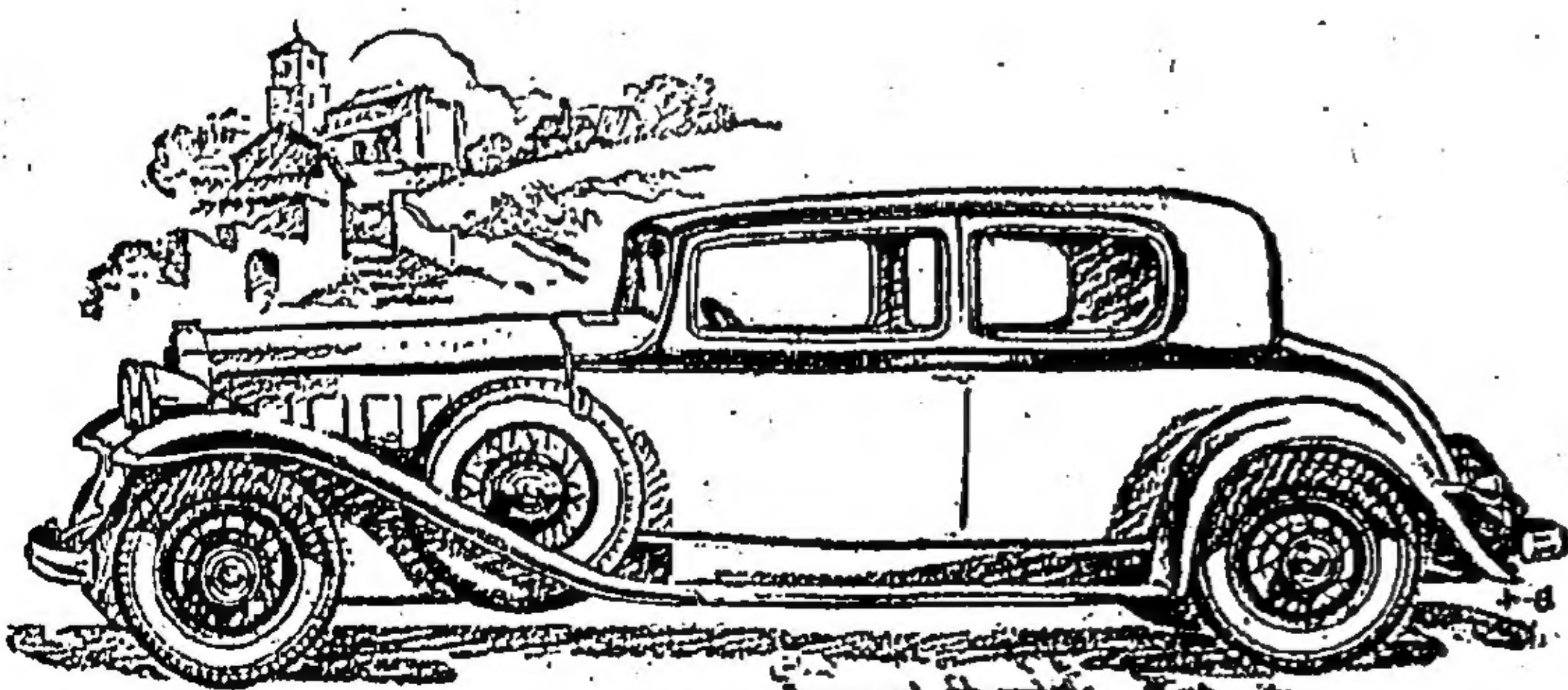
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## MOTORING ADVICE.

How to Make a Car Live Long.

### PERSONAL EXPERIENCES.

(By John Prieoleau.)

If it is a truism that there is no more critical and important period in a car's life than its first 1,000 miles, it is no more so to say that the counsel, so earnestly and sincerely given by motor manufacturers and others on this subject, receives less attention than any advice at the disposal of the owner of a new car. At about this time of year new models are to be met with in considerable numbers, and those with a feeling for suffering machinery, must wonder at the courage of the average motor manufacturer. Unless you have paid a good deal of money for your new car, its treatment over the first 1,000 miles of its life on the road will, in nine cases out of ten, definitely decide its fate—whether it is going to be a good or a bad car, an economical choice or a mere money-trap. A few minutes' needless driving when the engine is still tight will sow the seeds of inevitable disease, increasing repair bills, and general hatred of the innocent car. Is it to be wondered that manufacturers dread delivering new cars to unknown buyers? A hardly-won international reputation, the reward of years of costly experiment, may be seriously damaged by the careless ignorance of a dozen drivers.

#### The Worst Period.

The owner of a new car, whether it cost £150 or £500 or even twice that amount, should never forget that not only are the first thousand miles (I would prefer to say 5,000 in nearly every case) the most difficult for both car and owner, but that during at least the first 3,000 the car is running worse than it is ever likely to until it is beginning to wear out. Be prepared for disappointment in many ways. A car with a new and very stiff engine and general running-gear can put up a very poor performance indeed in comparison with the showing of its sisters with ten or twenty thousand miles to their debit. Except when you have irrefutable proof of something radically wrong, betrayed in most cases by undue heat or noise or both, be content to endure. An engine that was very tight when new and has been painstakingly run-in, perhaps over four, five, or six thousand miles, in an engine that will certainly

outlast any that was free to begin with, and at the end of its infantile troubles after 500 miles.

#### Personal Experience

That is a serious statement, I realise, but I have personal experience to back it. My own car, just on four years old, was not really free until it had done about 8,000 miles, although it was perfectly safe to drive it at sixty miles an hour or more long before then. It is now running better than it was when it was 35,000 miles younger, more quietly, more flexibly, and with more zest. It never had a trace of vibration-period, and it has none now. It is a beautifully-designed and built car, but I attribute at least some of my satisfaction with it to my own care of it.

The main preoccupation of the conscientious owner of a new car is the combined question of engine load and lubrication. To take the second first, the safest rule, particularly if the car has been delivered from the works and not taken over from there by the owners, is to begin by emptying the sump and filling up with new oil. It is a nuisance, but do the same thing to the gear-box and back axle, and make perfectly certain that every grease-point throughout the chassis is doing its work. Then you will start fair with knowledge that may save you much worry and futile speculation. I would go further, myself, and flush out the petrol tank, especially in a mass-produced car. Until you have seen them you would not believe in the variety and number of foreign bodies that can be left in a new tank.

Change the engine-oil at 500, 1,000, and 1,500 miles, and thereafter at the intervals recommended by the makers. Be very careful indeed to keep the oil-level correct at all times. A new engine is often twice as thirsty as a fit one. Use a good brand of light oil in the fuel, for lubricating the upper halves of the cylinders and the valve-guides. There are several reliable brands on the market. This, a comparatively modern notion, is of real importance in high-speed engines at all times, but particularly when they are new.

#### How to Drive a New Car.

Last, and most important of all, do not, in any circumstances, put a heavy or sudden load on the engine. That is to say, drive it as gently as possible, never with spectacular acceleration, never with the throttle full open, always in such a manner that it is doing light work. This object some makers try to achieve by imposing a speed-limit of twenty, twenty-five, or thirty miles an hour for a given period, others by mechanical means, such as restriction of throttle-opening or of inlet. The last two methods should be successful, but I have no use for the first, because it does not go far enough and sometimes it goes too far. It is not the road-speed that matters, but the work the engine has to do. It is possible to drive

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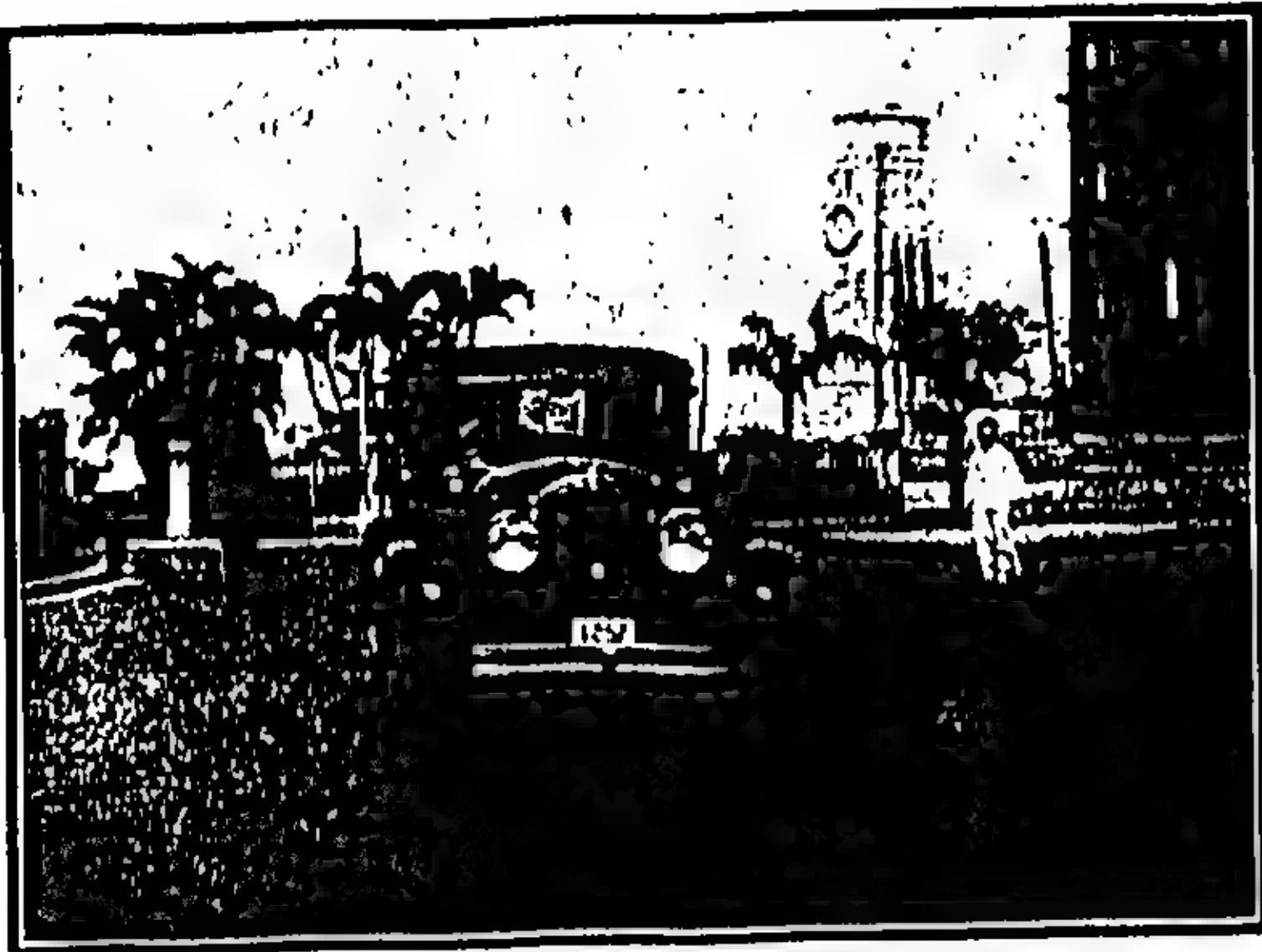
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## SPEED BOATING.

## Thornycrofts to Build "Miss England III."

Lord Wakefield has decided to make another challenge for British motor boat supremacy, and recently concluded a contract with John I. Thornycroft & Co., Limited, to design and build "Miss England III" to compete in the British International Trophy motor boat races, which will again be held at Detroit in September.

For some weeks past exhaustive tank tests have been carried out, supervised by Sir John E. Thornycroft and his expert colleagues, to determine the most efficient form and size of hull before actual construction was commenced, with a view to the boat being completed in April.

The reputation of Thornycrofts for high speed naval and other boats, should promise well for the record breaking capabilities of "Miss England III," which will be equipped with two Rolls-Royce engines of the Schneider Trophy type. Mr. Kaye Don will again be at the wheel, and take "Miss England III" to Lake Garda for extensive trials and attempts to improve on the world's record speed of 110 m.p.h. standing to the credit of "Miss England II."



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## UNIQUE RECORD.

## Ancient Armoured Cars.

Armoured cars which have recently been in action on the North West Frontier in India are a remarkable proof of the quality of British engineering.

The cars—fifteen of them—have been undergoing some extremely strenuous work on the exacting hill roads of North West India. It is surprising, therefore, to learn that their vintage ranges from 1909-1914 and that they have been in continuous use since then.

The cars were built by Rolls-Royce and from 1911-1914 most of them were in Mesopotamia. During the War, they all saw service in various ways and in 1920 they were sent to India for use as armoured cars on the Frontier for five years where they ran at least 6,000 miles per year. It is that each of the cars has covered altogether well over 80,000 miles. A sixteenth car which began its career as an armoured car with the others is now in use as an instructional chassis.

## ARIELS LATEST.

## A 350 "Red Hunter."

The "competition" racing machine which Ariels introduced some little time ago, under the designation of the "Red Hunter," has already met with a very warm reception by sporting motor cyclists. In fact, so popular is the type that the makers have decided to introduce a smaller edition in the 350 class.

The new model has as its basis the M2F 32 machine, the standard 350 two-spout, but the "Red Hunter" version has a specially tuned engine with highly polished head and ports. The compression ratio has been raised and a close-ratio gearbox makes for a very lively performance indeed. The specification includes a 26 in. x 3 in. ribbed tyre on the front wheel and a 26 in. x 3.25 in. studless cover on the rear wheel. Brakes of 6½ in. diameter, increased ground clearance and unobstructed exhaust pipes with carburetor silencers make the machine an ideal sportsman's mount.

A steering damper is fitted as standard, and the primary chain runs in an aluminium oil bath. The home price of the 350 "Red Hunter" is £31 15s. 6d.

## HILL-CLIMBING.

## Rhodesian Successes.

At a recent hill-climbing contest on handicap held near Salisbury, Rhodesia, in which competitors returned the best times of two runs, an M.G. Midget, driven by Mr. L. M. Robinson, won first place in both the 1,100 c.c. and "unlimited" classes with a speed of 38.1 m.p.h.

In the 1,100 c.c. class two Morris were placed second and third respectively.

## THE DIESEL TYPE ENGINE.

## Shanghai Motor Buses Converted Successfully.

## BIG ORDER FOR "GARDNERS."



In a previous issue we commented upon the gradual conversion of petrol driven omnibuses to heavy oil power, made possible by the evolutionary strides made in adapting the diesel-type engine to suit road transport conditions. It therefore becomes a subject of especial local interest to learn that in Shanghai, no less than sixty motor buses owned by the leading passenger transport company, have been converted by the installation of Gardner heavy oil engines, and so successful has been the result during nine months' operation, that a further fifty engines have been ordered. The first ten have already arrived, and the existing petrol driven buses are being converted as rapidly as possible. When the report of the conversion has been completed, Shanghai will earn the distinction of having the largest Diesel owned fleet of buses in the world. The picture above shows one of the vehicles.

Gardner engines are, of course, well-known locally, a large number having been fitted in various types of harbour vessels, and in this sphere also, it is noteworthy that many repeat orders have been booked.

The suitability of heavy oil engines for road work is indicated in no uncertain manner by an article we call from *The Autocar*, which appears hereunder. It is not so very long ago that some engineers were sceptical concerning the use of heavy engines for road work, and this in relation to commercial vehicles only, but the fact that a Bentley car has successfully been converted, and furthermore, given an excellent account of itself at from ten to eighty miles per hour, certainly confounds the critics. As we mentioned last week, numerous cities in Great Britain have adopted the diesel-type engine for road work, and in every case, results have thoroughly justified the conversion.

The following is the article from *The Autocar*—by Donald Smith:—"From time to time one enjoys—or submits—to new experiences in motoring when it is the daily round to keep pace with the experimental. And submission is the task, enjoyment is more often than not the compensation.

Enjoyment certainly was the result in the case of the first long run made by the Bentley, Gardner-engined Bentley, which was first described in *The Autocar* last week. As a matter of fact, having had a certain experience of C.I. engines of this and other makes in bus chassis, I had formed some opinions as to what might be expected. I knew that the designed performance was about 40 m.p.h. and, knowing the engine and the men responsible for it, I expected that it would be achieved. But my anticipations led me to expect more than a little roughness and a good deal of intractability at low speeds; for, after all, Mr. Hugh Gardner had not made this conversion to prove that his firm was ready, or even promising, to build car engines, but to show that a standard Gardner engine was so good that it might be tolerable in a private car.

Let there be no hesitation in saying that the result was not merely tolerable, but exceedingly fascinating. True, the engine could be felt when idling and at very low speeds on top gear, but what would one expect with four cylinders of over 4½ in. bore and a compression ratio of 12 to 1? The sensation was distinctly one of power and not of harshness, and was a positive joy to one who likes to hear an engine saying "one, four, three, two," as it pipples along, driving the car without effort. There must be many present-day motorists who remember with affection the sound and feel of the old "30-98" Vauxhall. There must be many more who have been led into the regions of revs and buzz, and who have never learned to love the "30-98" feeling. Their ideal seems to me to be realized in an electric trolley-bus. The Gardner-Bentley radiated that "big engine" feeling I loved.

Our run was from the Gardner works at Patricroft, Manchester, to Ambleside and Kirkstone Pass, the choice of objective having been left to me. The party comprised Hugh Gardner at the wheel, his brother J. K. behind, simply bristling with slide rules, notebooks, and speedometer correction curves, and myself with notebook and watch beside the driver. A misty day it was, and the start delayed from fear of fog.

Impression number one was that with the cold engine the response was instant when the starter button was pressed down. No use of the decompressor was made. Impression two: that the engine did thump a little while standing, but not by any means as much as I had expected, and certainly not enough to be uncomfortable. Impression three: that almost at once we were moving, without any hesitation top gear was engaged, and the car ticked round several right-angle corners to the main road, and at once accelerated up to 30 m.p.h. without a single indication of being stone-cold.

No serious attempt was made to travel fast, but then when the rev counter showed 1,750 r.p.m., the speedometer was reading 55 m.p.h., and, of course, at such an engine speed the pace seemed negligible.

Those who travel North will know of at least one lovely wide straight, alongside the L.M.S. main line, and at one such place the accelerator went right down and stayed down. Round went the counter to 2,500 r.p.m., and the speedometer told 80 m.p.h. Even so the engine still seemed to be turning slowly, just like those monsters on the railway line alongside that put up their "eighties" with the same air of nonchalance.

So we were in Ambleside too early for lunch, in spite of our late start, and gratefully warmed ourselves, because, truth to tell, not a suspicion of heat had come up from the engine, and even in the front seats our feet were cold.

It was raw and frosty in Ambleside, and there was no sun on the radiator. But the usual instant start was made, and with no warming at all we were away up Kirkstone Pass, on the third

## NEW YORK'S 1932 SHOW.

## Streamlining Much in Evidence.

## 300 MODELS AT LOWER PRICES.

Thousands viewed the latest motor-car improvements at the opening of the 1932 Auto Show at the Grand Central Palace, where 300 models are displayed. The cars possessed not only improvements and refinements regarded impossible a few years ago, but are also offered at a lower price than ever before. There are motors to fit every purse, no matter how depleted by the depression.

One of the outstanding improvements consisted of heavy rubber motor mountings, eliminating vibration and giving passengers the feeling of an aeroplane glide, says the New York correspondent of the *Morning Post*.

Another innovation consisted in a tendency toward "tear drop" design embodying a physical principle to eliminate air resistance. Virtually every one of the three hundred models representing the products of 43 makes of cars had some attention from its 1931 counterpart, with an eye to giving less air resistance.

## Stream-lined Cars.

One of the most interesting exhibits of the show, a Grinnam, priced at \$1,100 (\$220 at par), bringing it into the moderately priced class, is completely streamlined, even to a sloping radiator, and has an extremely low centre of gravity.

There has been a general tendency to "clean up" the outside of the cars. This has resulted in the use of as little chromium on the outside as possible. In many models, modifications in the fenders and the body generally conceal the inner machinery so that one does not see the anxieties and springs.

With this cleaning up, which gives an air of speed, there has been a distinct tendency not to emphasise speed as a sales argument. The campaigns of safety organisations have been responsible for this, although most persons in the motor-car industry are inclined to feel that the human elements of carelessness, defects in hearing or vision, are more responsible than speed for accidents.

## Free-Wheeling.

Free-wheeling in one form or another is generally found. It comes in combination with transmission improvements. For instance, in the new Buick, free-wheeling is a by-product of the new

automatic clutch system. In the Stude-baker it has been improved so that it applies to all forward gear, and does not put the strain on the engine that was involved in the first free-wheeling devices.

The automatic key-starting device, or "startix," a development of the Bendix Corporation, has been installed in nearly half of the higher-priced cars. On the other hand, wireless sets are not part of standard equipment, although several cars have aereals installed so that sets may be added if the purchaser desires them.

As adjuncts to free-wheeling, in most cars, there have been modifications in the gear-box which tend to reduce the amount of changing, always a potent selling factor for women drivers. The Auburn has a dual ratio transmission, with three forward speeds for hill climbing and three forward higher gears for speed.

The Dodge, Cadillac and La Salle have eliminated the use of the free-wheeling button in making a change of gear, whereas in some others the automatic change of gear requires the use of the free-wheeling button. All of this tends to eliminate stalling the motor-car, when forced to low speed in traffic.

## Increase in Size.

If anything, the American car, as typified at this show, has increased a little in size. Petrol price is not a serious consideration with the average American motorist and on that account America is not ready for a car of the Austin type. There are no small-sized cars in addition to the Austin.

There has been a tendency to give greater engine horse-power and twelve-cylinder models have been added to the lines which Pierce, Lincoln and Auburn are offering to the public at this show. The six and eight-cylinder lines remain, so that now only the Ford and Plymouth cars have four-cylinder motors. One of the things done to give greater power is to offer special high-compression cylinder heads to be interchanged with the standard heads.

No American manufacturer has yet offered independent wheel springing although it has been rumoured that one company, which has been signally unsuccessful financially, might introduce it as a bid for public favour.

than half a crown, coupled with a road performance that very few cars could equal.

And what shall we say against the car? A little more noise, and a little more punch were certainly experienced, while people on the road would notice a distinctive odour from the exhaust. That is all that can be said.

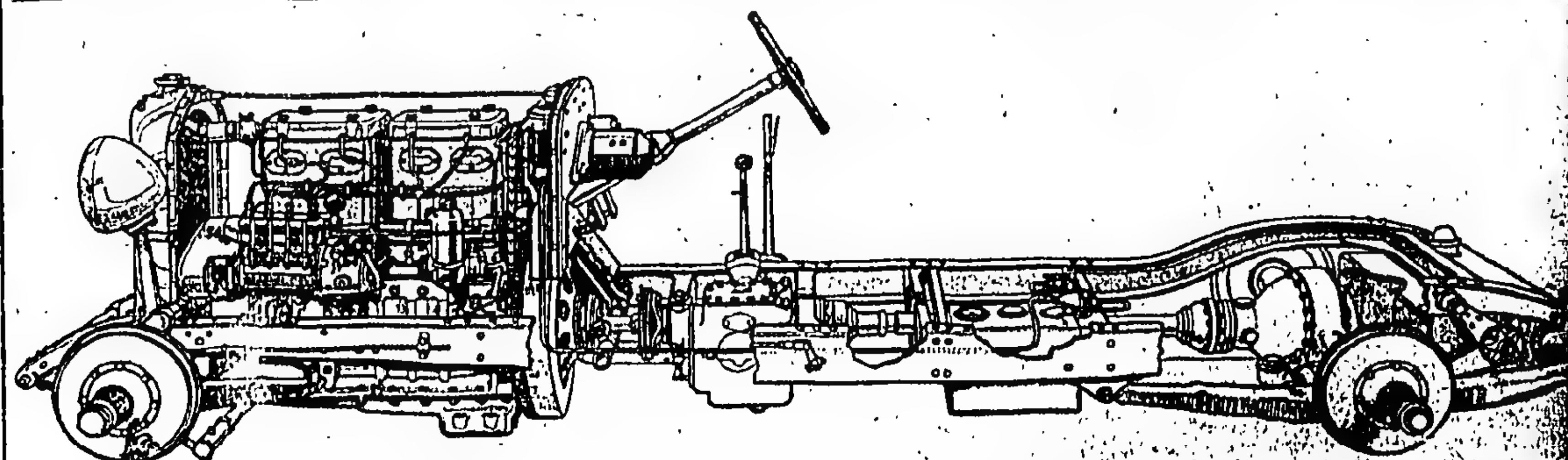
On the other hand there was docility. Instant starting, and, still more important, instant running under load. No fumes in the car. No heat in the car. No fire risk in the fifteen gallons of fuel, and no effort in the performance of the engine from 10 to 80 m.p.h. on its top gear. Acceleration in plenty there was, too, yet with an engine speed so low that the engine life should be indefinitely long.

As this article states in the beginning, this Gardner-Bentley conversion was never intended to prove anything beyond the fact that the engine is a very refined engine for buses, but in doing that it has shown itself to be a most fascinating unit for a car of the type that was beloved in the heyday of the "30-98," and one that is lamented now that it has passed on.

10-30 m.p.h.  
Second gear (6.25 to 1) ... 5s.  
Third gear (4.36 to 1) ... 6-3/5s.  
Top gear (3 to 1) ... 7-1/5s.  
30-60 m.p.h. (950-1,900 r.p.m.)  
Top gear ... 20s.

0-50 m.p.h.  
Through the gears (first to third) ... 17-2/5s.  
Back home again, the fuel-oil consumption was checked. For 172 miles we had used 6½ gallons, which is 30 m.p.g. as near as one might wish, and at 4½d. per gallon the day's fuel cost was less

## GARDNER HEAVY-OIL COMPRESSION-IGNITION ENGINE IN BENTLEY CHASSIS



Showing how neatly the Gardner engine fits into the three-litre Bentley chassis.



## A STUDEBAKER REVIEW.

## Completely New Line of Cars.

Fortified by its Free Wheeling triumphs of 1931, Studebaker announces a completely new line of motor cars offering the most advanced improvements in engineering and body design at the lowest prices in Studebaker history. Even casual examination of the new models provides ample evidence of the lengths to which this manufacturer has gone to maintain its pioneering leadership in the industry.

Its production and sponsorship of Free Wheeling, and the subsequent adoption of this epochal development by practically every manufacturer, definitely establishes Studebaker as a criterion and pace maker in sound automotive progress. Incidentally, it is also virtual fulfillment of the prophetic forecast by President Albert Russell Braking a year ago, that in time all cars would have Free Wheeling.

Having successfully tapped and exploited a new reservoir of thrill and economy with its engineering advancement, Studebaker now brings to motordom a new peak of Free performance, comfort and appearance. It is claimed that never before have motordom been offered so much for so little at a time when true value has come to assume unparalleled importance in public consciousness.

Twenty-two smart new models, completely redesigned as to appearance, are offered on four wheelbases—The President Eight, The Commander Eight, The Dictator Eight and The Studebaker Six. Among these are eight of the smart new convertible body types—a sedan and a roadster on each wheelbase. In addition to these convertible models, on each of the four wheelbases the body types include the latest in body engineering—the St. Regis Brougham, a four passenger intimate model, five passenger sedans, and two and four passenger coupes. A seven passenger sedan and seven passenger limousine are on the President Eight chassis. There is also a State or legal model with extra equipment for each type on all wheelbases.

Wheelbases have been increased throughout—135 inches in all Presidents, 125 inches in the Commander and Dictator, 117 inches in the Dictator and Studebaker Six. Bodies are longer, lower, larger and wider. Greater rigidity and stability have been obtained by mounting the body on the outside of the chassis frame, with body sills vertical instead of horizontal as in conventional practice. Bodies have been lowered approximately 1 inch, yet headroom has been increased. Interior comfort dimensions are exceeded by no other car in the Studebaker price class.

A wide range of important engine, chassis and body improvements results in maximum performance, super safety, efficient silencing of engine, body and chassis, increased comfort, and vastly enhanced appearance. Details include improved Free Wheeling plus Synchronized Shifting, safety glass throughout, cushioned power, squeak-proof body suspension, automatic starting, vacuum spark control, automatic ride control, new colours, and new "Aircurve" body design.

Body lines, while in no way radical, follow the aero-dynamic principles of the raindrop. This new design is accentuated by long, graceful and blended flow of moulding treatment, inclined windscreen pillars and sloping front doors. The peak panel is vigorous, permitting an unobstructed flow of air over the roof.

Indisputably the most far-reaching and impressive innovation in the new Studebaker cars is the use of safety glass in the windscreen and windows of all models at no extra cost. This is the first time that any manufacturer in Studebaker's price class has offered this time-tested contribution to safety as standard equipment throughout its line. According to Studebaker, its pioneering use of safety glass as standard equipment in the medium price field marks the beginning of a movement for greater safety, which ultimately all manufacturers must follow. Safety glass removes the great hazard of injury from flying glass splinters, and is claimed by Studebaker to be as great an advance in the safeguarding of driver and passenger as was the universal adoption of four-wheel brakes.

Tests by Studebaker reveal that engineers have demonstrated conclusively that safety glass of this type approved for use in the Studebaker models will not splinter even under violent impacts. Hence, Studebaker owners are now spared the over-constant fear that

they or their loved ones will be killed, maimed or defaced by flying glass. Other safety factors in the new Studebakers are armored steel bodies, reinforced and welded cowls, steel running boards, double-drop frame construction, and lower centre of gravity obtained by lower body mounting and wider tread, steel core steering wheel, improved Free Wheeling and extra-large, accident-proof, mechanical four-wheel brakes.

The new Studebaker models feature Free Wheeling in its finest form, together with Synchronized Shifting. This combination represents the last word in scientific transmission development, and provides Studebaker owners with a degree of efficiency in gear shifting beyond which it is at present impossible to go, it is said. The use of helical gears assures maximum quietness in operation. Gear clashing is over once and for all, whether in Free Wheeling or conventional gear.

This new type of Studebaker Free Wheeling operates in all forward speeds, first, second and top, making use of the clutch necessary only in starting and stopping. A hand lever conveniently located at the instrument board below and slightly to the right of the steering wheel, provides positive control over an interlock between the clutch and Free Wheeling mechanism, assuring use of the clutch when making this shift. A stud on the inertia indicator clearly whether you are in Free Wheeling or conventional. In returning to Free Wheeling the clutch need not be used.

Automatic starting in the new Studebaker models is not only an outstanding convenience feature, but one which materially adds to motoring safety. The mere turning of a key in the ignition lock instantly starts the engine. This device prevents stalling. If the clutch is left engaged, the battery will move the car forward even if the fuel supply is exhausted, or if for some similar reason the engine does not start. It is thus a unique emergency safety device. If the car should be stopped on a hill the driver has both of his feet and both hands free for operation of clutch and brakes while the engine is being automatically started. With automatic starting it is no longer necessary to grope for the distant button with the foot. And finally automatic starting eliminates the danger of exhausting the battery by leaving the ignition switch on.

An important new Studebaker contribution to comfort is automatic ride control. This feature is the function of an entirely new type of shock absorber with which all President and Commander Eights are equipped. These new absorbers are thermostatically controlled to compensate automatically for variations of speed or road surface. As a result, the driver may concentrate his entire attention on handling his car, while the thermostatic and mechanical brain in the shock absorber does all the thinking automatically and assures him a comfortable ride at all times. Automatic ride control constitutes one of the greatest steps forward in behalf of riding comfort, and emphasizes Studebaker's progress pioneering spirit which gives its owners the benefit of sound improvements in advance of their adoption by the rest of the industry.

The efficiency of a shock absorber is particularly susceptible to changes in temperature, speed and road conditions. Every driver has undoubtedly experienced the unusual stiffness of his absorbers on cold days, while absorbers adjusted to high speed driving and smooth surfaces, become notoriously rough when subjected to low speeds or bad roads. Studebaker's automatic ride control does away with all this by maintaining maximum riding effectiveness under all conditions and sudden changes. In the Dictator and Studebaker Six, increased comfort has been effected by the use of improved Houdaille absorbers all round.

The same championship performance which has won for Studebaker more official stock car records for speed and endurance than all other makes of cars combined, is provided in even greater measure in the new models. Horsepower is 122 in The President, 101 in The Commander, and 85 in The Dictator.

Engines throughout are seasoned straight eights of L-head type, a design which Studebaker has consistently used, and which has more than proved its worth in competitive trial the world over. In the Studebaker Six, power has been increased to 50 horsepower, enhancing its proved championship calibre, and making it the most powerful six in its price class.

Bohnalite aluminum alloy pistons are used in President and Commander Eights. The Dictator Eight and Studebaker Six are equipped with a newly developed plated cast iron piston, which represents a unique advance in piston construction. These new pistons, particularly well adapted to the smaller engine models, permit a closer-fitting, fraser-acting, self-lubricating piston surface which reduces scoring and prevents piston slap.

A heavy, drop forged, counter-weighted crankshaft, balanced both statically and dynamically, and equipped with an improved type of vibration damper, is used throughout. Nine large steel-backed, babbit-lined aeroplane type bearings are found in the Eights, and four in the Six. Bearing sizes have been substantially increased in Commander and Dictator with a consequent reduction in bearing loads. Oil filter, petrol filter and air filter render engines completely dirt and dust-proof.

The proved smoothness of Studebaker's six and eight cylinder engine design has been materially increased in the new models by the use of "cushioned power." Heavy live rubber mountings at all four points of suspension effectively absorb every remaining trace of engine vibration throughout the entire speed range. This refinement, together with the doubly balanced, counter-weighted crankshaft, vibration damper, and matched and balanced pistons and connecting rods, results in a degree of smoothness which promises to establish new performance standards in the medium-price field. A new and interesting engine refinement is vacuum spark control. This device, consisting of a small vacuum cup mounted adjacent to the distributor, automatically retards the spark about 6 degrees during acceleration with wide open throttle. While eliminating the possibility of engine knocks, vacuum spark control adds materially to smoothness during acceleration. When the need for retarded spark is over, the device returns the spark to its normal advanced position.

Super smoothness is matched by super silence. In the new cars, exhaustive research by Studebaker engineers into acoustic science has led to the successful damping of all extraneous noise, not only in the engine, but in chassis and body as well. Metal spring covers are standard throughout the line. This important innovation, which even extends to the lowest-priced models, puts an end once and for all to the nerve-racking annoyance of spring squeaks. Spring covers effectively eliminate all noise from this source, because they act as a lubricant seal, and assure constant and adequate spring lubrication at all times.

The same basic principles of efficient sound damping have also been applied to engines and bodies. Motors of left drive models are equipped with a unique carburetor silencer, and a new full-power muffler of improved type is standard on eight-cylinder models. These, together with the inherent quietness of Free Wheeling plus Synchronized Shifting, and new non-resonant body design, combine to produce an operation uncannily silent.

Non-resonant body construction in the new models is obtained by thorough insulation against heat and cold and noise. Sponge rubber or other insulating materials all body panels and doors, front floor boards (all floor boards in the larger models), and in roof construction. Dash boards between the engine and driving compartment are insulated on both sides. These precautions absolutely eliminate rumbling and render riding a restful pleasure in the new Studebakers.

The vast improvement which has been wrought in interior comfort dimensions is emphasized by the following betterments: Seats are wider and show an average increase (at shoulder level) of about 1-1/2 inches in front and 2 inches in the rear. This added width in rear seats—the widest all body cars built today—accommodates three passengers with comfort. Front seats are approximately 2-1/2 inches deeper from seat back to leading edge. Seat backs are higher, providing better shoulder support. Leg room has been increased. Front doors, which are sloping to conform with the new body design, are one-half to 2-1/2 inches wider at a point just below the window sills, and give room for 3 to 4 inches more toe room for easier entrance and exit. These outstanding dimensional improvements have been obtained by the new "overhang" mounting of the body on the frame, and by wider rear tread.

Maximum driving safety and steering ease are assured in the new cars by an improved cam-and-lever type steering mechanism, which provides a marked advance in responsiveness, ease, and steering sense, and which, Studebaker engineers claim, is unsurpassed by any other car. New President and Commander

## A MORRIS FLEET.

## An Argentine Convoy.

A representative selection of Morris cars and Morris Commercial vehicles was exhibited recently at the Rosario (Argentina) Rural Show, under the auspices of the local Morris Company, S.A. Imp. Morris Industries (Argentina), Ltd., of Buenos Aires, and elicited most favourable comment.

The exhibits were conveyed from Buenos Aires to Rosario in resourceful manner, the Morris Commercial units obligingly affording "lifts" to their smaller Morris car companions. The convoy left Buenos Aires at 2 a.m., with an "A" on a six-wheeler chassis and a Morris-Oxford on a "Leader" chassis, and reached its destination after nineteen hours' travelling.

Considerable attention was naturally attracted en route, particularly by the rigid framed six-wheeler, which maintained its cargo constantly horizontal despite the bad nature of the roads. Eight are additionally equipped with a swing shackle, a shock eliminating device located on the front spring horn, which prevents the transfer of road shocks to the steering wheel. A three-spoke, steelcore safety steering wheel is used on all models.

Improved brakes are of the two-shoe Duo-Servo single-anchor type, equipped with long-life molded lining. The thickness of the lining has been increased to 1/4 inch. This, together with heavier brake drums, results in increased effectiveness at all speeds, longer life, greater uniformity in action, and greater responsiveness to pedal pressure. The President has an effective braking area of 276-3/4 square inches; The Commander, 186-1/2 square inches, and The Dictator and Studebaker Six, 147 square inches. Of the internal expanding type, brakes are thoroughly waterproof.

One of the greatest improvements in the new Studebaker line has been made in appearance. Entirely new body lines which sweep back in a new "Aircurve" streamline effect, emphasize the extra smart design which is frankly French in origin. Sloping windcreens melt into the new roof line which curves back gracefully to form a neatly rounded rear quarter. A sloping front door of extra width and concealed bonnet latches add to style. To compensate for the elimination of the conventional front visor, an adjustable visor hinged to the roof of the driver's compartment provides protection from glare when necessary.

One-piece front wings, carried back in a long easy sweep, are particularly distinctive and of striking appeal. The new radiator design has a more wedge-shaped appearance, as well as a sharper degree of slant towards the bottom where it merges into the splash apron. High turbulence air deflectors in the grid add to smartness, while increasing the efficiency of air circulation. Headlamps are of the large Ovaloid type, and are matched by trim mudguard lamps of complementary design. All exterior bright work is chrome-plated.

Wheels are equipped with new drop centre rims which make for better balance and truer running. Tire sizes are: President, 6.50x18, 6-ply; Commander, 6x18, 6-ply; Dictator and Studebaker Six, 5.50x18, 4-ply. Wire wheels are standard. Deluxe models have six chrome plated, steel spoke type wheels, dual chrome outside mounted Salon type horns, trunk rack and ornamental radiator cap. The St. Regis Brougham, the latest of body types, is also equipped with a handsome trunk.

A new reflex tail light, mounted on the mudguard, affords protection even when the electric bulb is extinguished. A special reflector in the lamp picks up and throws back the headlamp beams of the car following. New colours, reflecting the very latest development in fascinating combinations, have been selected for the new models.

Interior appointments are luxurious and emphasize Studebaker's traditional good taste in quality furnishings. Upholstery is fine broadcloth or mohair optional, with leather in all convertible models. Seats are deep-sprung and scientifically shaped for utmost ease. Front seats are adjustable, except in convertible sedans. Heavily padded arm rests are provided in all rear-seated closed models, with centre folding arm rests, silken assist cords and backrests in a number of models. Door handles are longer and finished, like all interior hardware, in bright nickel. All closed models are wired with roof antennae for quick, economical and leak-proof radio installation.

New instrument panels of extreme simplicity and beauty have been devised for maximum utility

522 FIAT

THE NEW 6 CYLINDER

HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes

...Silent third

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Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

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and visibility. These are of Aero-plane design with pointer type instruments which are extremely easy to read. A new feature is the electric fuel gauge. A but-matic windscreen wiper, rear-

The pioneer of Free Wheeling presents  
32 betterments  
for '32

TRIUMPHANT New Studebakers... offering more car for less money than any car you have ever had!

Studebaker prices are lower... but Studebaker keeps on adding to the total of its betterments with 32 sensational advancements, chief of which is 1932 Free Wheeling plus Synchronized Shifting... the most obedient and the simplest car control known to motoring.

Studebaker started the world Free Wheeling... and these Triumphant New Studebakers now start still another epochal advance... this time in safety... by offering full-sealed, 1932 type Safety Plate Glass at no extra charge—in all windcreens and all windows of all models.

All of these Triumphant New Studebakers have Automatic Starting and Full-Cushioned Power... and the New Presidents and Commanders have Studebaker Automatic Ride Control that instantly and infallibly adjusts shock absorber and spring action to all changes of temperature, speed and road surface without any attention from the driver! Come see these Triumphant New Studebakers... bigger and better in every particular. They are cars that reflect all the colour and experience of an 80-year-old organization respected for its achievements and famous for its enterprise... they bespeak the solid value of Studebaker economies and the acknowledged vitality of Studebaker manufacture!

1932 Free Wheeling plus Synchronized Shifting  
Safety Plate Glass All Around  
Automatic Starting  
Automatic Ride Control  
Full-Cushioned Power  
Longer Bodies—Wider Seats  
Air-Curve Coachwork  
New Convertible Body Styles  
All Bodies Insulated Against Heat, Cold and Noise  
Lower Centre of Gravity  
Closed Bodies Wired for Radio  
Improved Brakes  
New Airplane Type Instruments on Facia  
Free Wheeling Dial  
Electric Petrol Gauge  
Metal Spring Covers  
Reflex Tail Lamp  
Full Automatic Spark Adjustment  
New Airplane Type Steel-Backed Engine Bearings  
Greater Cooling Capacity  
Finer Body Hardware including new windscreen mountings  
Concealed Bonnet Latches  
New Inside Sun Visor  
No-Grate Sloping Windscreen  
Chrome-Plated Steel Spoke Wheels  
One-Piece Wings  
Steel Running Boards  
Integral Unit Body Construction  
Heat Resisting Sponge Rubber Floor Mats  
Improved Rim Assembly  
Single Key for all Locks  
Air Cleaner, Carburetor Silencer, Full Power Exhaust Silencer

Triumphant New Studebakers

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## MACAO DERBY.

## THE PROSPECTS FOR TO-MORROW.

[By "Ringtail"]

Provided we have no heavy rain during the night, I see no reason why to-morrow's racing at Macao should not attract a very large crowd of tourists. A record only has been received and a tremendous number of ponies in the griffin class has already been sent up.

The Macao Derby, which is the principal event, is very open. There are at least a dozen starters which have a chance of winning this valuable prize. In addition to the griffin races, some good sport should be seen in the sub-scription griffin races. A non-winners' event for Australian ponies should be well contested. My selections are as follows:

1st Race.  
Hollotrope Leaf.  
Brown Eyes.  
Country Club.  
2nd Race.  
Banjolina.  
Fighting Blood.  
Golden Arrow.  
3rd Race.  
Hall Stable.  
White Jade Stag.  
Darkest Eve.  
4th Race.  
Choctaw II.  
Celerity.  
Bright Eyes.  
5th Race.  
The Rainbow.  
Gold Digger.  
Aurora.  
6th Race.  
Sonny Boy.  
Shanghai Beau.  
Gallant Fox.  
7th Race.  
Indiana.  
Darkest Eve.  
Mon Talisman.

## WRIT AGAINST N. S. W. GOVERNMENT.

## MR. LANG AND A YEAR'S MORATORIUM.

Melbourne, Feb. 2.  
"In the ultimate resort the Commonwealth is responsible for the interest on which New South Wales has defaulted," said Mr. Joseph Lyons, Premier of the Australian Commonwealth, in a statement to-day, referring to the decision of the Government of New South Wales to suspend all interest payments on loans, upon which they are also reported to be seeking a year's moratorium.  
"New South Wales, however, is directly responsible to holders of securities in the loan concerned."  
"Under the 1925 financial agreement," Mr. Lyons continued, "New South Wales was bound to provide the Commonwealth with the amounts required to meet all interest on the public debt of New South Wales to the extent to which such liabilities exceeded £243,000 monthly payable by the Commonwealth under that head.  
The Commonwealth will continue to provide the £243,000, but will pay it direct to holders of New South Wales stock and bonds instead of to the New South Wales Government. The method of doing this having regard to the total New South Wales debt, requires careful consideration.  
"The Commonwealth is entitled to compel New South Wales to pay to the Commonwealth the interest due, and as the Commonwealth proposes to exercise this right, separate proceedings by the bondholders against New South Wales will not be necessary," said Mr. Lyons.  
"Any monies recovered," Mr. Lyons continued, "will be applied to the payment of interest. The Commonwealth will issue a writ to-morrow for the recovery of the amount, and will take any other measures within its power to compel New South Wales to honour its obligations."—*Reuter*.

## ACCIDENT TO LORD DARLING.

## KNOCKED DOWN BY LORRY.

Lord Darling, who is 82, was knocked down and injured by a motor-lorry as he was entering Trevor-square, South Kensington. He was caught by a midguard and thrown on the pavement. His head was cut, and after the wound had been dressed he was taken to his home in Albert Hall-mansions in a taxi-cab.  
It was stated that the injury was not serious.  
Lord Darling retired in 1923 from his position as a Judge of the High Court, to which he was appointed in 1897. He has returned to assist in the work of the King's Bench Division on two occasions when some of the Judges have been ill.

## THE AXE IN THE COMMONS.

## 10-MINUTE SPEECHES.

Two revolutions are threatened in the House of Commons. They are:

- (1) The limitation of speeches to ten minutes; and
- (2) The abolition of the police, whose ear-splitting cries of "Vee-shun!" have electrified successive generations of members.

The first is to be "tried out" in a small way; the second is only "under consideration."

Liberal and Conservative members taking part in the time-limit scheme—which is an old project of Sir Samuel Chapman, the Conservative M.P. for South Edinburgh—will pledge themselves to sit down, however well the speech is going and however much there is left to say, as soon as the clock has travelled a sixth of the circle. Old Parliamentary hands have their doubts. They think the temptation to "go on" may prove too strong.

## Lending to Millionaires.

The second revolution will be decidedly less popular. For 40 years the policemen of Parliament have been friends, as well as guardians, of members of all parties.

They have told them when divisions, "counts," and other excitements called for hurry, and when the House was "up" they have conveyed the news in the time-honoured: "Who goes home?"

They have been known, on occasion, to lend money to stranded millionaires, and to rescue misplaced speeches absent-mindedly cast into the wastepaper baskets.

A proposal to replace the 50 policemen by a corps of attendants at lower wages, and little favour, but Mr. Ormsby-Gore, the First Commissioner of Works, is to hold a conference soon with the House authorities and the police, when a decision will be made.

## LORD SNOWDEN'S STORIES.

Viscount Snowden told story after story in broad Yorkshire at the "Yorkshire Night" of the Press Club recently—and thus more he told the more his audience called for more.

"I have often been criticised by you, gentlemen, for my pronunciation of certain words," he said, and proceeded to deal with a word he had had much to do with—Budget.

Instead of saying, as decadent Southerners said, "Budget," the Yorkshireman said "Boojet." "Who is going to tell me, 'Boojet' is wrong?" he asked, "I stand by 'Boojet.'"

Here are some of his stories: A Sheffield man was told by his doctor that he must give up whisky or go blind. The man thought for a minute and then said, "Well, I've seen all there is to see."

A Yorkshireman and his family were on the train without having tickets. He just went into the next compartment, said, "Tickets, please"—and got plenty.

A miner, asked by the manager how his pit pony died, replied: "I happened to be looking at my pay sheet and I saw the pony looking over my shoulder."

A farm cart was lumbering along a narrow lane when a motorist behind kept shouting, "Go faster." "Well," said the cartier, "Ah'm going as fast as thou art."

Lord Harwood, another of the guests, said newspapers had frequently described the colour and detail of the new wallpaper which the Princess Royal had been choosing for her sitting-room at Goldsbrough.

"But, gentlemen," he added amid loud laughter, "the room was panelled oak."

Mr. J. B. Priestley declared that it cost him another £500 every time a Chancellor of the Exchequer says "Boojet."

## SUGAR MARKET.

## THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

## London Terminals.

March 1932 5/11½ down 1½d.  
May 1932 5/2½ down 1½d.  
August 1932 5/5½ down 1½d.  
December 1932 5/8½ down 1½d.  
Buyers at above prices, sellers asking ½d-1½d more.

## New York Terminals.

March 1932 1.04 down 2 pts.  
May 1932 .78 down 2 pts.  
July 1932 .85 down 2 pts.  
September 1932 .92 down 1 pt.  
December 1932 .97 down 2 pts.

## LEVELLING PARSON'S INCOMES.

## WHAT A RECTOR'S WIFE THINKS.

A lively speech was made by a woman on the subject of the incomes of the clergy at the Church Assembly at Church House Westminster.

It was made during a discussion on a proposal for the appointment of a committee to consider the question of surplus endowments. The Rev. C. E. Douglas (South-west) moved for the appointment of the committee, the chief work of which would be to draft a measure providing that when the annual value of a benefice exceeded £500 and the population of the parish was less than 600 the income should be charged with payments to incumbents of poorer parishes.

Mrs. Burnett, of Settrington Rectory (Malton, Yorkshire), opposing the motion, said:

"I know parishes where people are buried for 6d. and married for nothing. That is because the parson is well paid.  
"I do not believe in all this levelling of the incomes of the parsons. If you are going in for levelling incomes, you might get Bishops for half-a-crown, archdeacons and deans for two shillings, rectors for a shilling, curates at sixpence, and all those wicked men who have few souls to minister to, two for threepence." (Laughter).

## Foreign Relations.

Referring to what she said was at the heart of the problem, Mrs. Burnett said: "No sane man or woman, no woman especially, would live in some of the rectory houses that the clergy are bound to live in to-day because they can neither sell nor let them."

A motion by the Bishop of Gloucester, that the Archbishop be requested to appoint a Council on relations with foreign Churches to issue periodical reports, was carried.

## THAT OLD TOP HAT.

## MAY GRACE SOME NATIVE CHIEF.

What became of your old top hat?

Do you realise that some native chief on the Gold Coast may be wearing with pride that old frock coat which served you faithfully for years at funerals and weddings?

Old frock coats, as Mr. Runciman stated in his tariff speech in the Commons recently, find their way out to the Gold Coast, where they are popular at funerals. The West African in his love for European clothes will buy anything in the shape of old trousers, old boots, especially gum boots, second-hand uniforms and shirts.

He is most fond of the top hat, however old, and the frock coat, no matter how faded and threadbare.

The Chiefs' Delight.  
There is quite a general trade in exports of this nature. The clothing is made up in bales and shipped out, principally to Accra, from London and other ports.

In many cases the natives themselves have the clothing sent out to them direct in parcels, and payment is made through a banking house.

A new lease of life may therefore have been given to your top hat and frock coat by the second-hand dealers in Houndsditch and Petticoat-lane, and their catalogues and advertisements find their way into the homes of the native chiefs.

## RUMANIA AND U.S.S.R.

## N. TITULESCO TO SEE KING CAROL.

Vienna, Feb. 12.  
Great importance is attached in Rumania to the audience with King Carol, that M. Titulesco, the Rumanian Minister in London, is to have to-morrow. M. Titulesco is one of the Rumanian delegates at the Disarmament Conference, and asked the King for an audience by telephone from Geneva. He wishes, it is understood, to lay before the King important information with regard to Rumanian foreign policy.

M. Argentinu, the Minister for Home Affairs, has told his adherents that M. Titulesco hoped to restore agreement between his own standpoint and that of the Government, particularly with regard to the negotiations between Rumania and the U.S.S.R. now taking place in Riga.

On Wednesday, M. Jorga, the Prime Minister, submitted a memorandum to the King on the formation of a concentration Cabinet which the King has long desired. M. Jorga did not think this could be achieved under present circumstances, but assured the King that he would do his utmost to bring about such a Government.

## LINKING TUBES AT HOLBORN.

## WORLD'S FASTEST ESCALATORS.

The big underground station at Holborn which is to be used for traffic on both the Central London and Piccadilly Tubes is expected to be opened next Christmas.

Passengers changing from one line to the other at present have to:

- 1. Detrain at Holborn or British Museum Station;
- 2. Go up a lift;
- 3. Cross the street, dodging the vehicles at Kingsway corner;
- 4. Descend in a lift.

This takes five or six minutes. Over half-a-million pounds is being spent to enable passengers to transfer from one line to the other in less than two minutes and remain underground all the time.

The British Museum Station will be closed, and passengers for or from the Central London, Piccadilly and Aldwych routes will use the Holborn Station, which is being reconstructed on the lines of the Piccadilly and Tottenham Court-road Stations.

## Speedy Escalators.

Escalators are being substituted for lifts. They will have four separate moving staircases, some descending 80 feet and others 50 feet. The former will be the biggest and fastest in the world.

The Central London line is 100 feet below the street-level, and the Piccadilly line is 140 feet down. These levels are not being altered. The lines will not junction.

Passengers will cross from one line to the other through a sub-way and on the shorter escalators. The new stations are being built round the tubes through which the trains are running, and at the appropriate moment the steel tube will be removed in sections.

"It is a remarkable job," said an Underground official. "It is the most difficult we have ever attempted."  
Hundreds of men have been working there day and night since October, 1930.

## NEUTRAL ZONE.

## LEAGUE ASSEMBLY PLAN OPPOSED.

Shanghai, Mar. 11, 3.53 p.m.  
The opinion is held in Chinese diplomatic circles that China will probably raise an objection to that part of the League Assembly's draft resolution which deals with the matter of "policing the neutral zone at Shanghai."

It is intimated that China cannot agree to the creation of a neutral zone and will insist that no question of this nature should be raised at Geneva.—*Reuter*.

## Violation of Covenant.

Shanghai, Mar. 11, 9.52 p.m.  
Referring to the Tokyo report that Japanese troops in Manchuria may be compelled to remain outside the railway zone until the new state is able to maintain peace and order unaided, a spokesman of the National Government this evening said:

"Japan is openly aiding and abetting a rebellion in the territory of another League member, in flagrant violation of the latter and spirit of the Covenant, as well as in complete disregard of her solemn undertaking before the League."

The spokesman declared that China was unable to agree to the mention of a neutral zone at Shanghai in the League discussion or resolution, and added that China insists on the Manchurian and Shanghai questions being settled together, as they are closely related.—*Reuter*.

This Suite of records is kindly loaned by the British Film Distribution Company and played on Western Electric Sound Equipment.

8.50-10.00 p.m.

A Programme of records from Z. B. W.'s Library.

Orchestral Concert.  
(Including Songs with Orchestra and Pianoforte Concerto).

Orchestral-Le Ruet D'Omphale (Saint-Saens Op. 31).

Played by the Philadelphia Symphony Orchestra of New York under the direction of Wilhelm Mengelberg.

Songs with Orchestra-Horodade (Massenet) "Il est doux, il est bon."

Songs with Orchestra-Jeanne d'Arc (Tschalkowski) "Adieu, foreta."

Maria Joritz (Soprano).

Hungarian Fantasia (Liszt).

Played by Arthur de Greef and The Royal Albert Hall Orchestra conducted by Sir Landon Ronald.

Orchestral-Dance Macabre (Saint-Saens Op. 40).

Played by The Philadelphia Symphony Orchestra conducted by Leopold Stokowski.

Songs with Orchestra-Meistersinger (Wagner) "Preluded."

Songs with Orchestra-Lohengrin (Wagner) "In Fernem Land."

Richard Crooks (Tenor).

Schubert's Symphony No. 8 in Minor (Unfinished).

Played by the Philadelphia Symphony Orchestra conducted by Leopold Stokowski.

10.00 p.m. Rugby Press News.

10.15 p.m. Close Down.

## RADIO BROADCAST

## PROGRAMME FOR TO-DAY AND TO-MORROW.

Broadcast by Z. B. W. on a wave-length of 355 metres. (845 K.C.s).  
Running Commentary on to-day's Football Match.  
Dance Music to-night.

4.00-5.30 p.m. (approx.).

A Running Commentary on the Football Match between the Kowloon Football Club and the South Wales Borderers from the Kowloon Football Club Field by kind permission of the Kowloon Football Club and the Football Association.

5.30-7.00 p.m. (approx.). Chinese Programme.

7.00-11.30 p.m. European Programme.

7.00 p.m. Mail Notice, etc.

7.03-9.30 p.m. A Programme of records kindly loaned by the British Film Distribution Company and played on Western Electric Sound Equipment.

7.03-8.00 p.m.

Light Cavalry Overture.

Played by the Court Symphony Orchestra in Six Episodes—"The Amber God" (Henry H. Clifford).

8.00 p.m.

Local Time and Weather Report.

8.05-9.30 p.m.

The Gondoliers Selection.

Played by the Reg. Band of H. M. Grenadier Guards.

Mean to Me.

Sung by Helen Morgan.

Irish Organist's Medley.

Played by Terence Casey.

Stand Up and Sing.

Piano Solo by Claude Ivy.

Lilac Time Selection.

Played by the London Theatre Orchestra.

Whiteman Stomp.

Played by Paul Whiteman's Orchestra.

Dance No. 1.

Played by the B. B. C. Wireless Military Band.

I'm Perfectly Satisfied.

Sung by Three Australian Boys.

Andliffe Waltz Selection.

Played by Charles Andliffe and His Orchestra.

Sensation Stomp.

Played by Paul Whiteman and His Orchestra.

Memories of Johann Strauss.

Played by J. H. Squire and the Celeste Orchestra.

The Whip.

Played by Nat Shilkret and the Victor Orchestra.

Ballet Egyptian.

Played by Orchestre Symphonique of Paris.

On a Little Balcony in Spain.

Played by Dave Frost and His Orch.

Good Night Sweetheart—My Sunshine is You.

Played by Hylton and His Orchestra.

9.30-11.30 p.m.

Dance Programme of Victor records kindly supplied by Messrs. S. Moutrie and Co.

Fox Trot—You Don't Know What You're Doing.

Fox Trot—I'm Thru With Love. 22677.

Fox Trot—When I'm Alone.

Fox Trot—I Wish I Could Be Blue. 22734.

Fox Trot—I Was Only Teasing You.

Fox Trot—Maybe It's The Moon. 2272.

Waltz—Laugh Clown, Laugh.

Fox Trot—Dance of The Blue Danube. 21308.

Fox Trot—If I Were Only Sure Of You.

Fox Trot—Just A Blue-eyed Blonde. 22724.

Fox Trot—Nevertheless.

Fox Trot—Look in the Looking Glass. 22723.

Fox Trot—Green Eyes.

Rumba—Wanna Let O'Love. 22729.

Fox Trot—It's Right Here for You.

Fox Trot—Misery. 22717.

Fox Trot—My Desire.

Fox Trot—I Can't Get Enough of You. 22718.

Fox Trot—The Kinkajou.

Fox Trot—Rio Rita. 20474.

Waltz—Was it a Dream.

Waltz—That Melody of Love. 21297.

Fox Trot—Wanna Be Around my Baby All the Time.

Fox Trot—Ya Got Love. 22686.

Fox Trot—Roll On, Mississippi, Roll On.

Fox Trot—Moan You Moaners. 22698.

Fox Trot—Dear, On Night Like This. 21213.

Waltz—Together.

Fox Trot—Under Your window To-night.

Fox Trot—When the Shepherds Lead the Sheep Back Home. 22705.

Fox Trot—Falling in Love.

Fox Trot—You Forgot Your Gloves. 22706.

Fox Trot—What's Keeping my Prince Charming?

Fox Trot—You Can't Stop me From Lovin' You. 22710.

Fox Trot—High and Low.

Fox Trot—Dancing in the Dark. 22708.

Waltz—Beloved.

Waltz—Dream River. 21839.

10.30 p.m. Rugby Mid-day Press Press News.

11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.

The Church Relay and the Chinese Recorded Programme have been cancelled in order that Tests may be carried out at the New Station.

8.00-10.00 p.m. European Programme.

8.00 p.m. Local Time and Weather Report.

8.05-8.50 p.m.

The last two Episodes of the Radio Mystery—"The Amber God" (Henry H. Clifford).

(Continued on Front Page Column.)

We have received a New Shipment of

## "VAN HEUSEN"

Semi-Stiff Collars & Shirts.

They are now showing in new shapes at reduced prices.

"Van Heusen" Shirts with collars attached in White, Blue and Biscuit. Guaranteed Unshrinkable and most economical in wear.

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**DANCES**

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ROOF  
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**TEA DANCES**

EVERY  
WEEK-DAY  
AFTERNOON

Wednesdays & Saturdays  
4.30 to 6.30 p.m.  
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**NEW GRILL & BALLROOM**

**DINNER DANCES**

During and after Dinner  
**NIGHTLY**  
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## FELIX HAT SHOP

York Building, Chater Road.

**Now Displaying Spring  
Millinery.**

Pastel Shaded Summer Weight  
Felts and Straws. Every Hat a  
distinct creation.

## LONDON HOTEL DRAMA.

INCIDENT BEFORE  
WOMAN'S DEATH.

POLICE AND MAN  
WHO MAY DIE.

Chief-Detective-Inspector Nicholls, giving evidence at the inquest on Mrs. Gladys Luff, who was shot dead in a London hotel, the Goldsmiths Arms, stated that he had "some individual under surveillance."

The Coroner: He is not available to-day even if he desired to come?—No.

"The position," said Chief-Inspector Nicholls, "is that the man is in a very critical condition and might die at any moment. On the other hand he might recover."

The Inspector stated, too, he had satisfied himself that Mrs. Luff's death was not a case of suicide. No weapon was found.

A boy of 14. In earlier evidence, the husband, Henry Charles Luff, of Lower Bristol-road, Bath, a bus driver, said his wife was about 35 years of age.

They had one child, a boy, who would be 15 in March. He last saw his wife in Bath a month ago, but had not spoken to her since 1918. There was a mutual agreement to part.

Miss Carter, barmaid of the Goldsmiths Arms, stated that a man occasionally visited Mrs. Luff at the hotel. They seemed on rather affectionate terms.

On the Monday, when the police were called in she found on the till the keys for the office, front room, sitting room, bedroom and till. The money was usually banked, but was not on Saturday on account of paying tradesmen.

Sound of Shots. Francis James Boyles, a licensed victualler's manager, who lived at the Goldsmiths Arms, said he had sometimes heard a man's voice in Mrs. Luff's room after closing hours.

About 12.15 on the Wednesday he thought he heard Mrs. Luff coming in with someone. Later he heard what seemed like a shot and a tinkling of glass.

Then he heard another shot, and he shouted down, "Are you all right?" She said: "Quite all

right, thank you." He heard voices, hers and a man's, but he did not know who the man was. The Coroner: Did you not think the shots were extraordinary?—It seemed a very small report. Did you think it was a joke?—Yes, I thought they had a toy pistol.

## GREAT OPENING REDUCTIONS

TO SIGNAL THE OPENING OF OUR

## NEW PREMISES

AT 60, QUEEN'S ROAD, CENTRAL.

**ALL** the new stocks have arrived including Printed Crepe de Chine and Printed Georgette.

COLOURING & DESIGNS EXQUISITE.

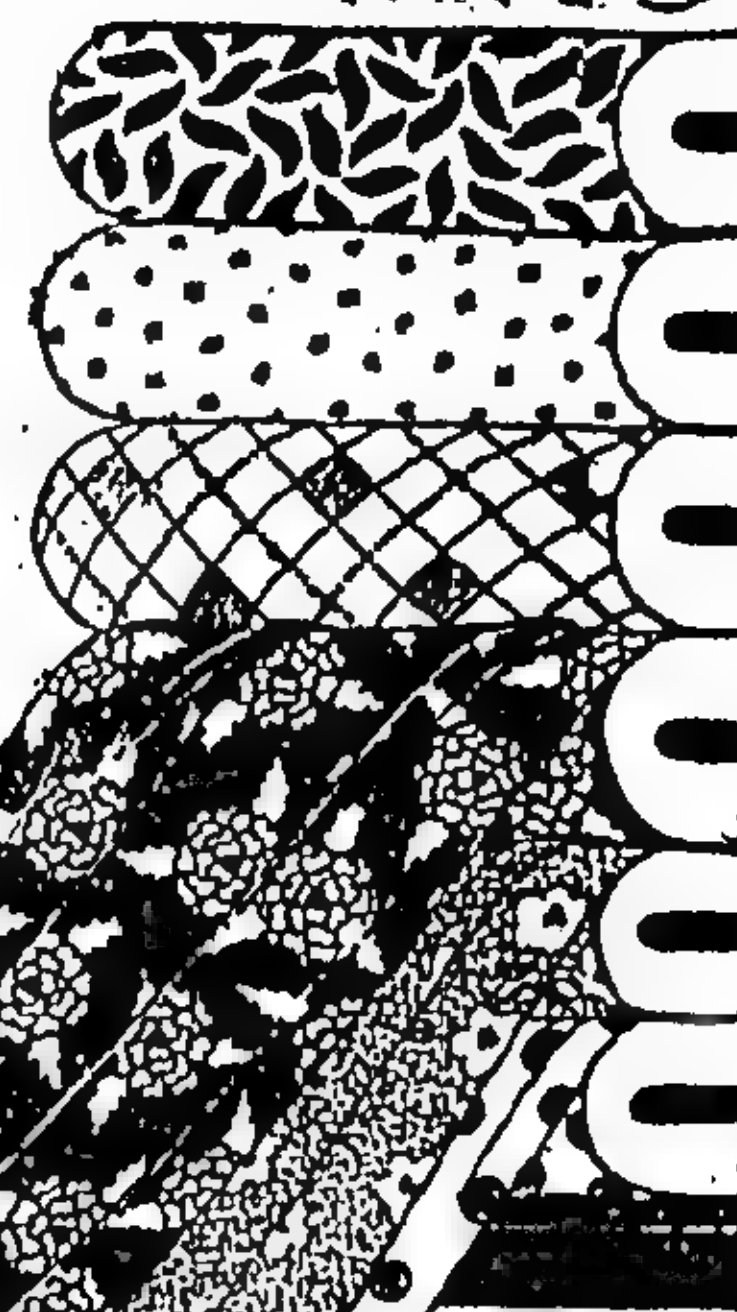
PRICES are specially favourable owing to better exchange.

Make a special  
note of our  
address—

## THE HONGKONG SILK STORE

New Premises—60, Queen's Road, C.—New Premises

The **NEW**  
SPRING  
PRINTS



and  
pay an early  
visit.

### Bruised Arms.

Sir Bernard Spilsbury, who made the post-mortem examination, said he found three bullet wounds in the head. They were in a horizontal line. There was no blackening of the skin and little singeing of the hair, which showed that the shots had not been fired from within six inches

### of the head.

There were superficial bruises on the arms, which might have been caused by the gripping of fingers. Fired from One Position.

Mrs. Luff must have been dead 12 hours and might have been dead 24 or 48 hours before he saw her. The brain had been pierced by the bullets.

Sir Bernard produced two small nickel-coated bullets which he had found and handed them to the coroner.

"The bullets," concluded Sir Bernard, "had obviously been fired from the same position and had passed through the head at approximately the same place." The inquest was adjourned.

SHOWING

TO-DAY

At 2.30, 5.10, 7.15

& 9.30 P.M.

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AT THE

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**POWERFUL**

in its dramatic action

**STIRRING**

in theme and beauty

**MAGNIFICENT**

in its emotional appeal

Fate hounded her. Love shared her Innocence and beauty inflamed her persecutors. Your heart will raptly follow her brave struggle, her crashing triumph. Barrymore at his greatest. Landi more glamorous than ever.

# THE YELLOW TICKET

with

**ELISSA LANDI  
LIONEL BARRYMORE**

Directed by  
**Raoul Walsh**  
from Michael Morton's  
Sensational drama

**FOX  
PICTURES**

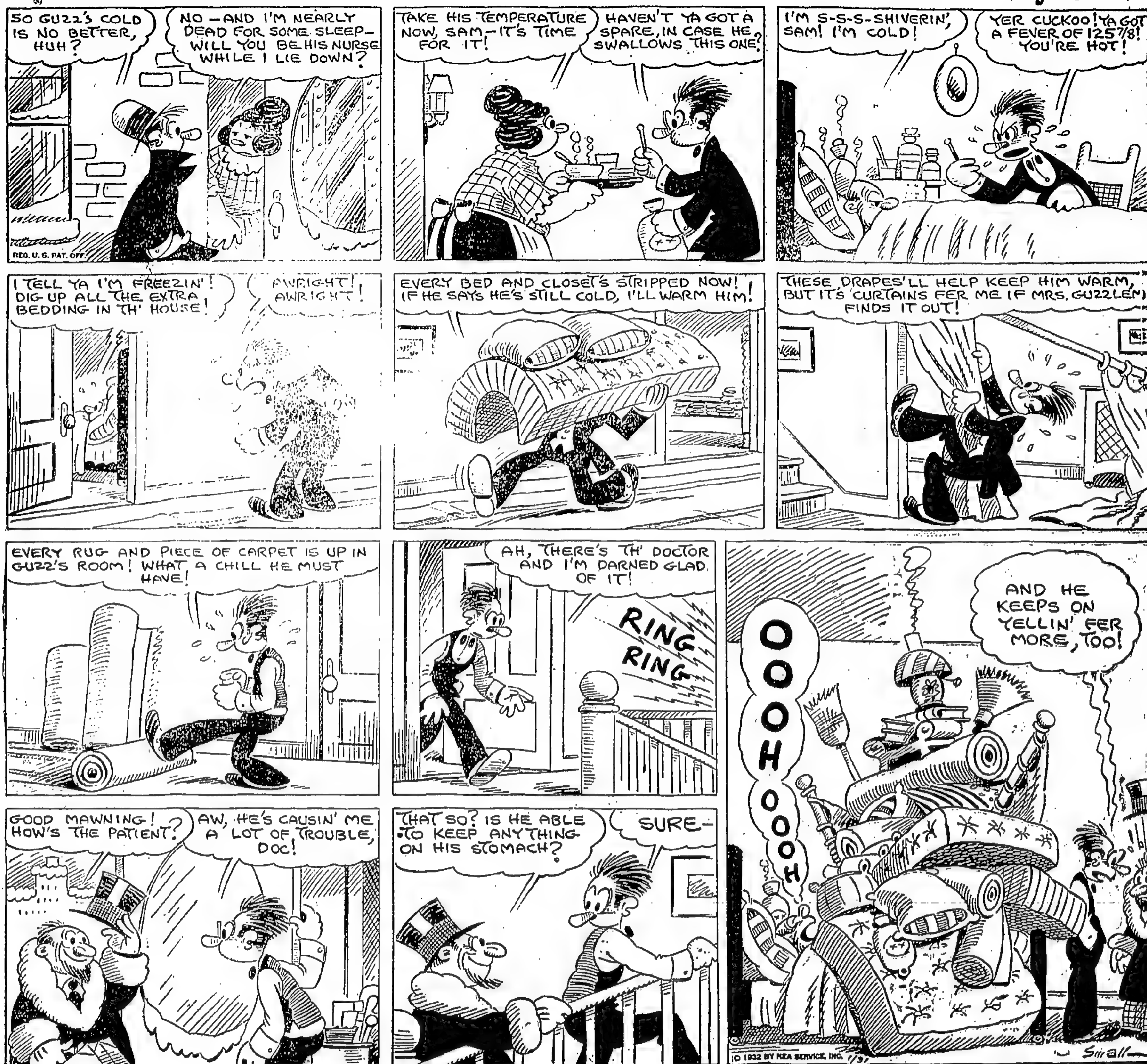


ALSO  
THE LATEST FOX  
MOVIE TONE NEWS  
AND  
MAGIC CARPET  
SERIES  
"SPREWALD FOLK."



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### ALL DEPARTMENTS.

### NEW MILLINERY, NEW VOILES, NEW HOSIERY.

### INSPECTION CORDIALLY INVITED.

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## ORATORS AT DINNER.

## CELEBRATION OF LITERARY AND DEBATING SOCIETY.

Preparations for the annual dinner of the Y.M.C.A. Literary and Debating Society are now complete, and those attending this function which takes place on Wednesday evening next at 8.15 p.m. are promised an unusually entertaining evening.

A varied toast list has been compiled, the chief among which is the health of "Our Lady Members." This is to be proposed by Mr. S.A. Sweet, who so delighted his audience when he took part in the December debate "That the Craze for Speed is worth while." Mr. T. V. Harman is to reply on behalf of the ladies.

The invitation to the ladies to take part in the dinner is one of the features of the function, and it is hoped there will be a large attendance of the fair sex with their gentlemen friends to ensure success to the event.

Mr. P.S. Cassidy is to preside and other toasts to be submitted are "Our Sports and Sportsmen," "The Grasshoppers," "The Literary and Debating Society," etc. These have all been placed in the hands of members of the Y.M.C.A., several of whom have taken part in the season's debates. Speeches are limited to ten minutes in length, and there is a promise of oratory more scintillating than any before heard at the Y.M.C.A. Members and friends who intend to be present are reminded that tickets for parties must be booked in advance and not later than Tuesday next.

Informally it is being encouraged by the introduction of "party" tables instead of the customary "all-in" festive board, and the Literary and Debating Society are confident that this is to prove the most successful function staged by the committee this season.

## ATTEMPTED SUICIDE.

## CHINESE WOMAN LEAPS OFF FERRY.

Considerable excitement occurred on the 11.30 p.m. ferry from Hongkong to Kowloon last night, when a Chinese woman passenger leapt overboard. The ferry was immediately stopped and lifebuoys were thrown overboard, but it was some time before she could be found. She was eventually picked up, unconscious, and on arrival at Kowloon was handed over to the Water Police who conveyed her to hospital.

Enquiries at the Water Police Station at 1 a.m. elicited the information that the woman was still unconscious. Her name is unknown.

Two of the lifebuoys which

## MUKDEN CELEBRATES.

## ENTHUSIASM TEMPERED BY BANDIT THREAT.

Mukden, Mar. 11.

The streets are belaguered today in celebration of the formation of the new State.

"Pallions" have been erected, and posters bearing felicitous inscriptions are to be seen everywhere. At noon nearly the whole Japanese community gathered outside the military headquarters and cheered General Honjo.

The enthusiasm of the Chinese community, however, is considerably dampened owing to the fact that in the past two days bandits have made serious attacks on the suburbs. Serious fighting is reported from the north station today. Numerous houses on three sides of the city have been set on fire in the past few days, and some conflagrations are still visible.

Many of the Chinese inhabitants are extremely nervous, fearing that there may be wholesale looting to-night.—*Reuter Special.*

## COMPANY REPORTS.

## BANK OF EAST ASIA, LTD.

The report of the Directors of the Bank of East Asia, Ltd., to be presented to the shareholders at the meeting to be held on the 19th. inst. states:

The directors have pleasure in submitting the profit and loss account for the year ending December 31, 1931, together with the balance sheet at that date.

Accounts.—The profit for the year, including the amount brought forward from last year, and after paying all expenses and charges and providing for all bad and doubtful debts and other contingencies amounts to \$1,040,823.17 which the directors propose to deal with as follows:—

To pay dividend of \$400 per share on 50,000 shares absorbing...

To pay a bonus of \$2.00 per share on 50,000 shares absorbing...

To transfer to reserve...

To pay a bonus to directors, holders of founder shares and the staff...

To pay a special bonus to the staff...

To carry forward...

\$1,040,823.17

Directors.—The Directors have to record with deep regret, the death of the late Mr. Fung Ping Shan, which took place on 2nd August, 1931.

Auditors.—The accounts have been audited by Messrs. Percy Smith, Seth, and Fleming, who retire, but eligible, offer themselves for re-election.

were thrown overboard were picked up by the last ferry from Kowloon, at one o'clock this morning.

## THE VOLUNTEERS.

## CORPS ORDERS FOR THE COMING WEEK.

No. 10/82—Hongkong Volunteer Defence Corps Orders by Lieut.-Col. L. G. Bird, D.S.O., O.B.E., commanding: March 11, 1932.

Parades.

(a.) Corps Band.—1. All members are reminded that the following parades must be attended by every possible member.

Monday, Tuesday, Friday, March 14th, March 22nd, March 25th.

March 21st.

2. Attention of all is called to Corps Order No. 9/32 para: 2 with reference to parades for Friday, March 18th and Tuesday, March 22nd.

(b.) Battery.—1. Attention is called to Corps Order No. 9/32 para: 2 practice parade for G.O.C.'s Inspection of Friday, March 18th, at Headquarters. Every member must attend this parade.

2. G.O.C.'s Inspection parade on March 22nd, dress as above. Every member must attend this parade.

(c.) Corps Signals.—1. All members must attend the parades at Corps Headquarters at 5.30 p.m. on Friday, 18th March and on Tuesday, 22nd March in dress as above.

Any member unable to attend should notify the O.C. Unit.

2. Musketry.—All members, who have not fired Part II Musketry Practices must fire at Stonecutters Range on Sunday, 13th March.

(d.) Machine Gun Troop.—1. Musketry.—All ranks will fire Part II Rifle Course at Peak Range at 9 a.m. on Sunday, 13th March.

2. Parade at Corps Headquarters at 5.30 p.m. on Friday, 18th March, for rehearsal of the G.O.C.'s Inspection.

(e.) Armoured Car Company.—Car Section. Parade at 5.30 p.m. on Friday, 18th March, at Murray Parade Ground for the Annual Inspection Rehearsal.

Dress:—Royal Tank Corps Caps, Jackets, Belts, Shorts, Puttees and Hose-tops.

(f.) Machine Gun Company.—1. The Company will parade as strong as possible in close column of Platoon in full with rifles, belts and side-arms for practice for G.O.C.'s Inspection under C.S.M. Slattery at 5.30 p.m. at Headquarters on Tuesday, 15th March.

2. All casuals of the Company will fire Part II Rifle Course at Peak Range at 9 a.m. on Sunday, 20th March. Instant. Range Officer—Lieut. II. Owen-Hughes.

3. G.O.C.'s Inspection. The General Officer Commanding will inspect the Corps on Tuesday, 22nd March, and there will be a full uniform practice parade on Friday, 18th March. All members of the Company are requested to keep both dates free in order that the Company will maintain its previous high standard of efficiency on this inspection.

(g.) Portuguese Company.—Attention of all ranks is called to Corps Order No. 9/32 para: 2 with reference to parades for Friday, March 18th, and Tuesday, March 22nd. The reputation of the Company must be maintained.

(h.) A.A.L.A. Company.—1. The A.P.C. Section will parade at 5.30 p.m. at North Point on Thursday, 17th March.

2. The Portuguese Section will parade at 5.30 p.m. at Headquarters on Friday, 18th March.

(i.) The Officers Commanding the undermentioned Units will issue their Orders separately to their Commandants:

I. Engineer Company.

II. Armoured Car Company.

III. Motor Cycle Section.

IV. Scottish Company.

G. O. C.'s Inspection.

Full details of this parade will be issued to O.S. C. Units on 14th inst.

Arms Drill.

O.S. C. Units are reminded of the importance of the practice of arms.

## ROADS POPULAR.

## HUGE MOTOR COACH STATION IN LONDON.

London, Mar. 11.

Evidence of the growing appeal of road travel was given to-day, when Mr. P. J. Pybus, Minister for Transport, opened the world's largest motor coach station.

Thirty-two companies will use the station, where special facilities are provided for the maintaining of direct telephonic communication with all provincial stations.—*Reuter's Special Service.*

drill as much as possible in view of the approach of the G.O.C.'s Inspection. (repeated).

Officers Sword Drill.

The Commandant brings to the notice of all Officers that it is most essential that they attend at least four sword drill parades before the G.O.C.'s Inspection.

The Adjutant will be at Headquarters to take these parades between the hours of 1 p.m. and 2 p.m. during the evening parade hours.

The Adjutant wishes, however, Officers to notify him as to when they will be able to attend. (repeated).

Command.

Captain E. J. R. Mitchell, Machine Gun Company, assumes the duties of Band President with effect from 14th inst. vice Captain R.R. Davies (on leave).

Lieut. S. Jarvis, M.C., Portuguese Company, Headquarters, assumes Command of the Portuguese Company with effect from 14th inst. vice Captain R. R. Davies (on leave).

Promotions.

No. 1330 L/Sgt. A. A. Xavier, No. 12 Platoon, promoted Sergeant with effect from 11th March, 1932.

No. 1200 Cpl. H. M. Britto, No. 12 Platoon, promoted Lance Sergeant with effect from 11th March, 1932.

Transfer.

No. 1722 Pte. C. Sloan, No. 6 Platoon, is transferred to No. 7 Platoon with effect from to-day.

Struck off the Strength.

Permitted to resign.

No. 4111 C. Sgt.-Major R. W. Lee-Jones, Reserve Company, as from 2.3.32.

No. 1467 Pte. G. C. Moss, No. 2 Platoon, as from 7.3.32.

Strength.

The following have been taken on the Strength:

No. Rank Name Address Tel. No.

1701 Pte. J. R. Hodgkin Sanitation Dept. 30/41 No. 3 Pl. 8.3.32.

1792 Pte. E. Quinlan Lane, Crawford, Ltd. 28161 No. 3 Pl. 8.3.32.

1793 Gnr. G. F. Rees King's College 30/0 Battery 8.3.32.

Leave.

Captain R. R. Davies, Portuguese Company, granted leave from 12.3.32 to 1.11.32.

No. 1514 Cpl. A. Chapman, No. 7 Platoon, returned from leave on 10.3.32.

No. 1237 Cpl. D. J. Fernandes, Corps Band, granted 2 months' leave from 4.3.32 to 5.5.32.

No. 507 L/Cpl. H. J. Armstrong, Reserve Company, granted 2 months' leave from 13.3.32 to 12.5.32.

No. 1618 Pte. H. A. de B. Botelho, No. 12 Platoon, leave extended to 1st April, 1932.

No. 1243 Pte. J. O. McLaggan, No. 6 Platoon, granted 10 months' leave from 1.3.32 to 31.12.32.

G. O. C.'s Inspection.

All ranks are hereby warned to keep free 21st and 23rd inst.

An alteration in the date for the G.O.C.'s Inspection may be made.

W. H. G. COATER, CAPTAIN, Adjutant, H. K. V. D. Corps.

Notice.

Sergeants' Mess Committee Meeting.

Units who have not yet submitted the name of a representative to the above Committee must send in such names to the Mess President at once.

## CONSIGNEES' NOTICE.

## THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship.

"BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th March, 1932, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd April, 1932, or they will not be recognised.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 18th March, 1932, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by.

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 11th March, 1932.

ASAHI BEER

Sole Agent

MITSUI BUSSAN KAISHA LTD.

HONGKONG

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## BARBER WILHELMSSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE

via PANAMA.

Next Sailing

M.V. "TAI YIN"

on

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for

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, LOS ANGELES, NEW YORK & BOSTON.

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## P. &amp; O. BRITISH-INDIA, APCAR AND EASTERN &amp; AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritania, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT)

| S. S.      | Tons   | From Hongkong (about) | Destination   |
|------------|--------|-----------------------|---|
| CARTHAGE   | 15,000 | 12th Mar. noon.       | Marseilles & London   |
| RAJPUTANA  | 17,000 | 26th Mar.             | Marseilles & London   |
| MIRZAPUR   | 6,700  | 29th Mar.             | Straits, Colombo & B'bay                                      |
| BURDWAN    | 6,500  | 2nd Apr.              | Bombay, M'les, L'don, Havre, H'burg, R'dam, A'werp & Hull     |
| CORFU      | 15,000 | 9th Apr.              | Marseilles & London   |
| RAWALPINDI | 17,000 | 23rd Apr.             | Bombay, M'les & L'don   |
| RANPURA    | 17,000 | 7th May.              | Bombay, M'les & L'don   |
| ISOMALI    | 6,800  | 14th May.             | B'bay, M'les, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull |
| CHITRAL    | 15,000 | 21st May.             | Bombay, M'les & L'don   |
| RANCHI     | 17,000 | 4th June.             | Bombay, M'les & L'don   |
| BANGALORE  | 6,500  | 11th June.            | M'les, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull        |

\*Cargo only.



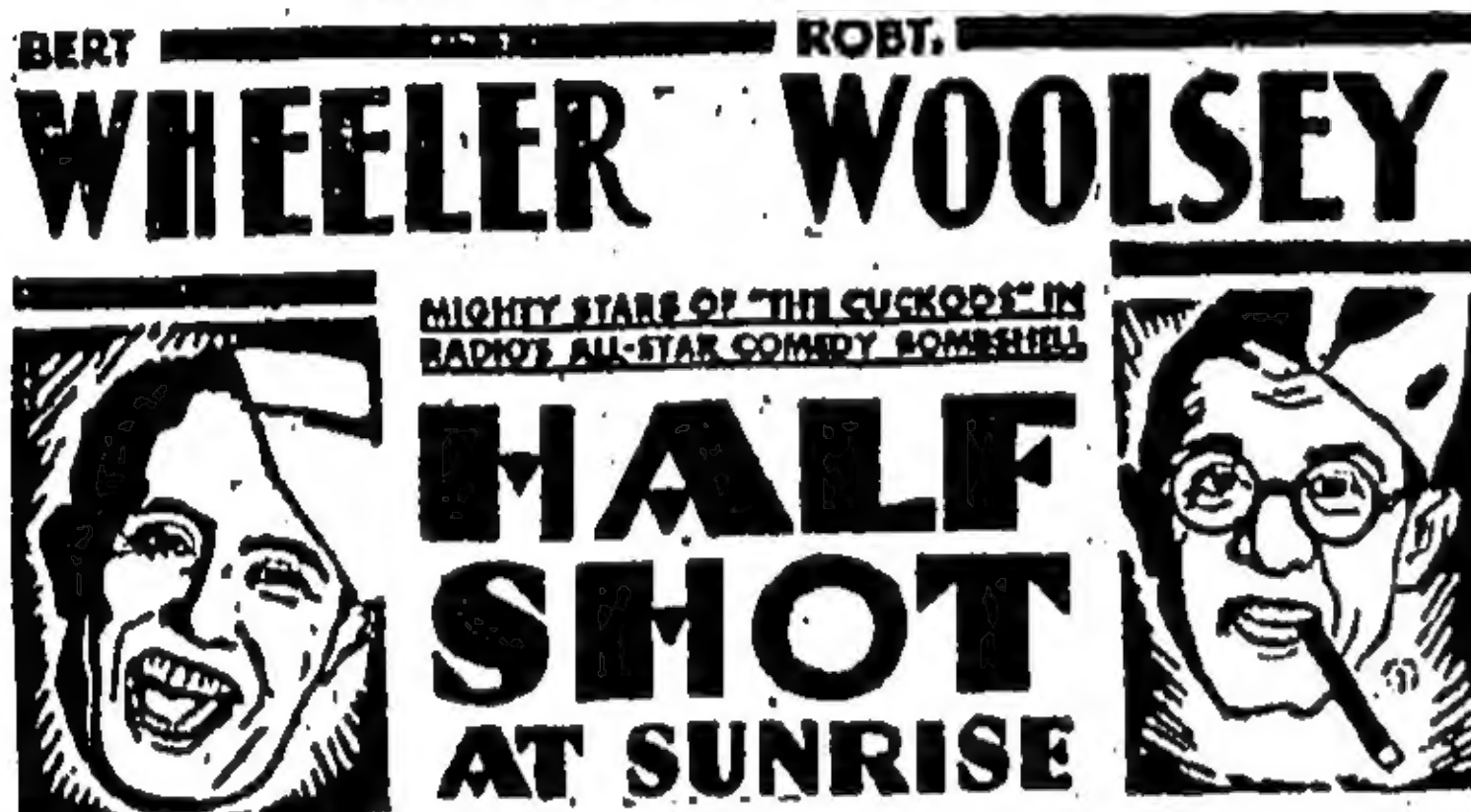
## NEXT CHANGE AT THE KING'S

A PARAMOUNT 1932 PRODUCTION  
Releasing Simultaneously  
With New York.



BOOKING  
AT THE  
THEATRE  
TEL. 25313.

## COMMENCING TO-MORROW AT THE QUEEN'S.



## Carlsberg BEERS

The Famous  
DANISH BEER

THAT TAKES THE LEAD IN ALL  
THE WORLD'S MARKETS  
OBTAINABLE AT ALL LEADING STORES.

Distributors —  
**John MANNERS & Co., Ltd.**  
Mercantile Bank Building. Hongkong.

### HATS & DRESSES.

Made to order also Renovated & Remodelled  
to the Latest Fashions

**MADAME BETTY'S**

Tel. 28340.

18, Ice House Street.

### OFFICE BOY SENT TO PRISON.

#### THEFT OF A GOLD WATCH.

Taking a serious view of the case because the defendant had been in a position of great trust, Mr. Schofield, at the Central Police Court this morning, sentenced an office boy employed by Mr. A. A. Rumjahn to three months' hard labour on a charge of stealing a gold watch valued at £300, belonging to his employer.

The defendant was employed by Mr. Rumjahn at 1, Shiu Fat Terrace, Stubbs Road, first as house boy and subsequently as office boy, 20 Stanley Street, as office boy. During the past six months Mr. Rumjahn had been the victim of a series of thefts at his house and had to dismiss several servants. At the end of last month he had to transfer part of his valuables to his office, the more costly jewellery being placed in safe deposit, whilst his house was being renovated.

On February 28, the defendant, who had access to the property in the office, stole the gold watch and chain together with a medal and on March 2 he resigned. On Thursday last he attempted to pawn the watch but the pawnbroker was not satisfied with his explanation as to how he had come by the watch and took him to the Police Station for enquiries. On the back of the watch the police found the name of Mr. Rumjahn, who was then notified.

Inspector Rozesky, who prosecuted, informed his Worship that the chain and medal had been taken to Canton and melted. The defendant, he said, had always been well treated by Mr. Rumjahn and received £15 per month as well as board and lodging.

His Worship remarked that the defendant had actually been arrested by the pawnbroker, which was a very rare occurrence. He commended the pawnbroker on his action.

### SURPLUS COTTON MACHINERY.

#### COLD WELCOME FOR SCRAPPING PLAN.

London, Mar. 11. The result of the enquiry, on the proposal of the Joint Committee of Cotton Trade Organisations for the concentration of production by the scrapping of surplus plant was not entirely satisfactory from the viewpoint of the scrappers.

The figures show that approximately forty per cent. were in favour, thirty-five per cent. against, while 25 per cent. sent no replies.—*Reuter*.

### NOTED SHANGHAI RESIDENT.

#### DEATH OF M. DU PAC- DE MARSOULIES.

(Our Own Correspondent).

Shanghai, Mar. 12. M. Du Pac de Marsoulies, who was born at Mijennes, Arriege, France, fifty-seven years ago, died at the Country Hospital in Shanghai at nine o'clock last night, of double pneumonia.

M. de Marsoulies commenced a distinguished legal practice in Shanghai in 1915.

A highly intellectual man, he was the generous founder of many companies and organisations for the welfare of the community and was a keen supporter of sport in all forms.

He was Counsel for the French Municipality and was either a Director of or the Advocate for all the leading French firms in Shanghai.

### GOOD NEWS FOR DOGWOWNERS.

#### MUZZLING ORDER SUSPENDED.

Dogowners will be pleased to learn that the muzzling order, which has been in force for a very long time, has now been suspended.

A notification to this effect appears in the current issue of the *Gazette*, the Governor-in-Council having ordered its suspension until further order.

### DEATH OF NOTED NATURALIST.

#### BUTTERFLIES WORTH £50,000.

London, Mar. 12. The death has occurred of Mr. J. J. Joicey, the famous naturalist and traveller. The deceased spent forty years making the world's largest collection of 1,600,000 butterflies and moths, valued at £50,000.—*Reuter*.

### RUBBER OUTPUT RESTRICTION.

#### DUTCH DECISION SHORTLY.

The Hague, Mar. 11. Heer de Graaf, the Minister for the Colonies, announced in the Lower Chamber to-day that a decision regarding the restriction of rubber output would shortly be taken.—*Reuter*.

### "SHE-MAN" AT THE NUDIST MEETING.

#### PRACTICAL JOKER GETS IN.

The nudist cult movement in Hongkong has suffered many leg-pulls since it was first mooted, but the biggest laugh came when the founders held their inaugural meeting this week. A practical joker, reported to be a very well-known rugby player, carried a laughing attack into the sacred precincts of the Nudists' meeting when he masqueraded as a lady.

He pulled off his coup with remarkable success, and might have been able to carry it to any lengths, only his two lady escorts found the situation much too trying for them, and they broke down under the strain, necessitating a hurried exit from the meeting.

None the less, the "she-man" succeeded in introducing himself to Mr. Lanepart, the President of the Society, and was duly welcomed as one of the most promising of the female nudists.

Incidentally the practical joker has some staunch friends, for when a *Telegraph* representative this morning discovered one who knew him, he refused, on perfectly reasonable grounds, to divulge the joker's identity.

### PREMIER FULLY RECOVERED.

#### 250-MILE JOURNEY BY ROAD.

London, Mar. 11. The Prime Minister, who is now fully recovered, will to-morrow return from Newquay, where he has been convalescing, making the 250-mile journey by road.

On Sunday night, he will meet Sir John Simon, who is leaving Geneva to-night for Paris, where he will attend Monsieur Briand's funeral to-morrow. Sir John will meet the French Premier, M. Tardieu, in Paris, and will probably discuss with him the proposals advanced for a Danubian Customs Union. Sir John will proceed to London on Sunday.—*British Wireless*.

At 4.35 this morning, a small outbreak of fire occurred in the solid linen room in the Peninsula Hotel, apparently having been caused by a lighted cigarette-end being carelessly thrown on the floor. The outbreak was discovered by the staff whose prompt use of the Hotel fire-lighting equipment averted a blaze. The damage caused was negligible, being confined to the flooring and a very small quantity of linen.

SHOWING TO-DAY

## KING'S

At 2.30, 5.10, 7.15 & 9.30 p.m.

Tingling romance of a framed girl saved only by the courage of an overwhelming love.

### THE YELLOW TICKET

with Eileen LANDI  
Lionel BARRYMORE  
Laurence OLIVIER

FOX  
PICTURE

BOOKING AT THE THEATRE. TEL. 25313.

## QUEEN'S

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20 p.m.

### SUCH A LOVER!

He swept her off her feet by the dash and fire of his love-making! He'll thrill you, too, in his finest role since "The Pagan"!

A grand story, a new setting, a notable cast!



TO-MORROW

BERT ROBY

## WHEELER WOOLSEY

RIGHT STARS OF "THE CUCKOOS"

### HALF SHOT AT SUNRISE

RADIO ALL  
STATION

AT THE

## STAR

Final Showings To-day at 2.30, 5.20, 7.20 & 9.20

THE SUCCESSFUL BRITISH LAUGH HIT

### "UP FOR THE CUP"

with  
SYDNEY HOWARD

MAJESTIC

To-Day  
Only.

At 2.30, 5.20, 7.20 & 9.20 P.M.

All for One Is  
Two Too Many!

It's a Bow-wow! Clara's bride to a regiment of husbands—but, of course, there's only one who turns the wedding vows into marriage vows! And that's what this hilarious romance of mixed bridegrooms is all about!

with  
Ralph Forbes  
Charlie Ruggles  
Skeets Gallagher

## CLARA BOW

in  
"Her Wedding  
Night"

A Paramount Picture

Only one tennis match in the Hongkong Cricket Club tournament was concluded yesterday afternoon before the rain started, the other games being abandoned. F. H. Foley and Dr. J. E. Montgomery beat A. W. Blackford and J. A. R. Selby 6-3, 6-1 in the Handicap Doubles. A. G. J. Bowker received a walk over from R. M.

The forthcoming wedding is announced of Mr. Patrick O'Neil Dunn, No. 51, Pekin Road, Kowloon, to Miss Dorothy June Madar, No. 14, Bondary Street, Kowloon.

Henderson in the Handicap Singles.